

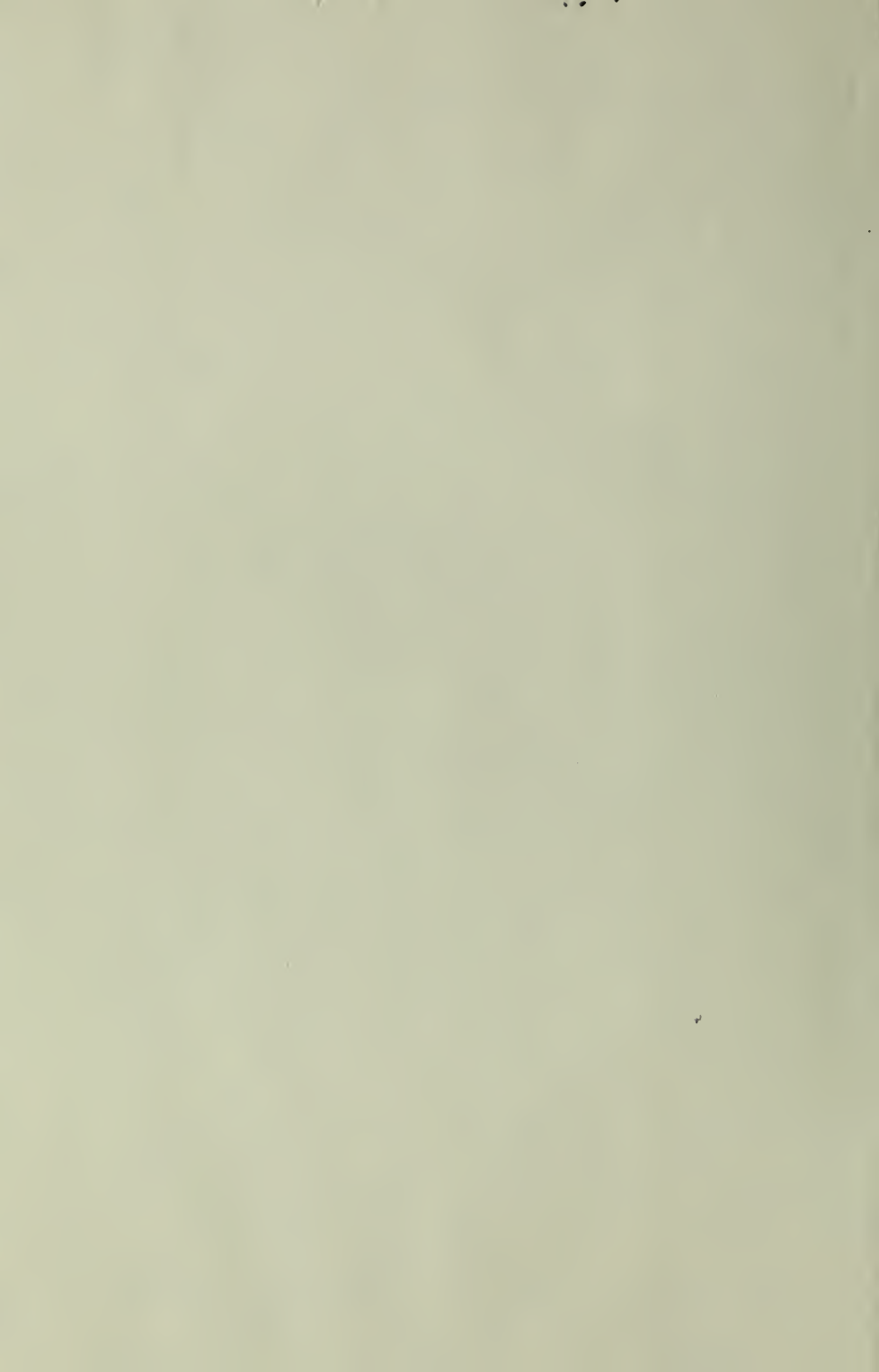
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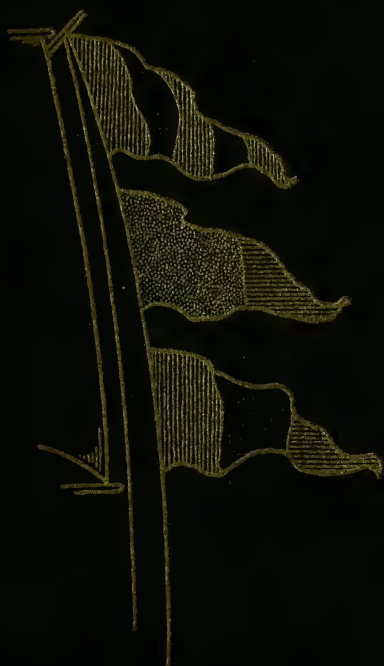




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OTHER MERCHANTS AND SEA CAPTAINS OF OLD BOSTON



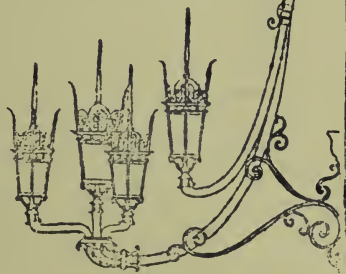
"OUR LONGITUDE
IS 71°"

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From a photograph

MASSACHUSETTS HUMANE SOCIETY 1854

Left to right: Charles Amory, Francis Bacon, William Bacon, Robert Bennet Forbes, Jonathan Mason Warren, David Sears, Benjamin W. Crowninshield, William Appleton, George B. Upton, John Homans, Samuel Hooper. These men comprise some of the most influential Boston merchants and captains of their day.

Kindness of Frederic Cunningham

**OTHER
MERCHANTS AND SEA CAPTAINS
OF
OLD BOSTON**

**BEING
MORE INFORMATION ABOUT THE
MERCHANTS AND SEA CAPTAINS OF OLD BOSTON
WHO PLAYED SUCH AN IMPORTANT PART
IN BUILDING UP
THE COMMERCE OF NEW ENGLAND
TOGETHER WITH
SOME QUAIN'T AND CURIOUS STORIES
OF THE SEA**



**PRINTED FOR THE
State Street Trust Company
BOSTON, MASS.**

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BY THE
STATE STREET TRUST COMPANY

The publication of
"Some Merchants and
Sea Captains of Old Boston"
showed on its cover the signal flags
which read "What's your Longitude?" Upon
receipt of the pamphlet, several of our friends
wrote to the State Street Trust Company, stating the
longitude of their offices, and asking, jokingly, what was the
longitude of the Trust Company. Accordingly we present on
the cover of this year's book the signal flags which fly the
longitude of the State Street Trust Company at 33
State Street. It is 71° West. Having applied for
information to the "Coast and Geodetic
Survey," Captain W. C. Hodgkins
furnished the information.

HE 767
. B7 S7
Suppl.

*Compiled, arranged and printed by direction of
Walton Advertising & Printing Co.
Boston, Mass.*

ERRATA

Frontispiece, opposite title-page, should read "Francis B. Crowninshield" instead of "Benjamin W. Crowninshield."

Page 17, third paragraph, should read, "Margaret Russell was the mother of Rev. John Codman, of Dorchester, and Charles Russell Codman, who owned 29 Chestnut Street, and was the father of the late Colonel Charles R. Codman. The second wife, Catherine Amory, was the mother of Francis Codman and of the daughters Catherine and Mary."

Page 17, third paragraph, last line, "Richard Codman" should read "Robert Codman."

Page 21, second paragraph, "1873" should be "1783."

Page 34, first paragraph, twenty-second line, "to ride to Boston" should read "to ride from Valley Forge to Boston."

Page 50, last paragraph, should read, "He died at Magnolia after a brief illness at the summer home of his daughter, Mrs. Charles C. Goodwin."



FOREWORD

THE last pamphlet issued by the State Street Trust Company on "Some Merchants and Sea Captains of Old Boston" was so well received, and there was so much interesting material sent in, that the Trust Company decided to issue a continuation to include other Merchants and Captains who were of great importance in the history of the shipping of Boston; there has also been added an article entitled "Some Stories of the Sea." The material has been collected from books, pamphlets, diaries, and from persons who have shown an interest in the subject, and much of the information has never before been printed. The Trust Company hopes that this pamphlet will meet with the approval of depositors and the general public.

There can be no better ending to an introduction than to quote the words of Mr. W. D. Howells, which he used to describe the old wharves and the old merchants of the days gone by:—

"The place [India Wharf] was sacred to the shipping of the grandest commerce in the world. There they lay, those beautiful ships, clean as silver, every one of them, manned by honest Yankee crews, not by ruffians from every quarter of the globe. They were gentlemen's sons before the mast, with their share in the venture, going out for the excitement of the thing, boys from Harvard, fellows of education and spirit; the forecastle was filled with good Toms, and Jims, and Joes from the Cape. We had on a mixed cargo, and we might be going to trade with Eastern ports on the way out. Nobody knew what market we should find in Calcutta. It was just adventure, and a calculation of chances, and it was a great school of character. It was a trade that made men as well as fortunes, it took thought and forethought. The owners planned their ventures like generals planning a campaign. They were not going to see us again for a year; they were not going to hear of us till we were signalled outside on our return."

The Trust Company thanks the following for their great assistance in the preparation of this pamphlet, and there may be others, whom the officers of the Company may have forgotten to mention.

Captain Arthur H. Clark, Officers of the Boston Public Library and Boston Marine Museum, F. H. Appleton, Jr., Samuel Appleton, W. Sumner Appleton, Edward Austin, J. W. Austin, Walter Austin, Miss E. S. Bacon, Gasper G. Bacon, Louis Bacon, A. L. Barry, Charles A. Barry, Charles K. Bolton of the Boston Athenæum, F. B. C. Bradlee, Dr. John Bryant, C. E. Burleigh, John K. Burgess, Henry S. Bush, George Cabot, Philip Cabot, James M. Codman, Russell Sturgis

FOREWORD

Codman, Stephen R. H. Codman, William Coombs Codman, J. Templeman Coolidge, Horace S. Crowell, Frederic Cunningham, Hon. Grafton D. Cushing, Henry R. Dalton, George S. Dearborn, Gordon Dexter, Henry G. Dorr, Herbert Dumaesq, Captain Oscar G. Eaton, H. H. Edes, George Beale Emmons, Vernon A. Field, Count de Fontenilliat, W. O. Gay, George A. Goddard, Mrs. C. C. Goodwin, Frank K. Hallock, B. Nason Hamlin, Alpheus S. Hardy, J. E. Harlow, David G. Haskins, Jr., William Hooper, F. L. Howay, James M. Hunnewell, Walter Hunnewell, Jr., Charles Hunt, Isaac Jackson, Ellerton L. James, Horatio A. Lamb, George C. Lee, Jr., Joseph Lee, George Winthrop Lee, Hon. Henry Cabot Lodge, H. Ellerton Lodge, J. E. Lodge, Miss Elizabeth Lombard, Percival H. Lombard, A. W. Longfellow, Mrs. William Caleb Loring, T. K. Lothrop, Mrs. T. K. Lothrop, George H. Mackay, Lester H. Monks, Miss Frances R. Morse, H. S. O. Nichols, John W. T. Nichols, Everett I. Nye, Mrs. Charles E. Perkins, Henry G. Pickering, William F. Seale, Lawrence F. Sherman, Frank W. Sprague, John H. Sturgis, Charles H. Taylor, Jr., Thomas C. Thacher, Walter E. Thwing, Mrs. George B. Upton, J. D. Upton, Mrs. W. Austin Wadsworth, Thomas Weston, Mrs. George Wheatland, J. T. Wheelwright, William G. Wheildon, Frank Whitney, George Wigglesworth, Roger Wolcott.

Also it is regretted that the limited space of the pamphlet does not allow the use of much information sent to the Trust Company by various individuals.

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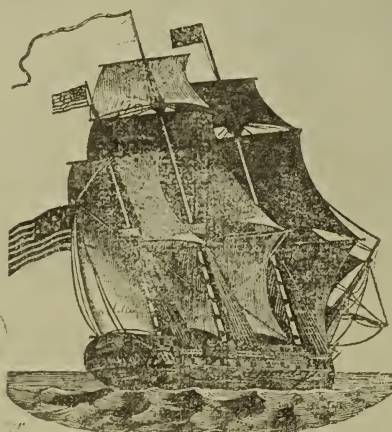
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Sea Journal.

JOURNAL OF A VOYAGE

From *Boston* to *Harana* in
the *Ship Arbella* commanded
by *Robert C. Hooper*
Begun *Nov 1 1827* and
terminated *October 31 1828*.

By Henry Smith KEPT BY
from Boston by 17 1/2 miles
arrived at Harana *Isaac C. Hooper* *Master*



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and all articles of Stationary necessary for Seamen.

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Photographed

Kindness of William Hooper

Front page of log-book of the "Arbella," commanded by Captain Robert C. Hooper.



From a painting

Massachusetts Historical Society

WHAMPOA — CHINA

OTHER MERCHANTS AND SEA CAPTAINS OF OLD BOSTON

“A life on the ocean wave,
A home on the rolling deep,
Where the scattered waters rave,
And the winds their revels keep:
Like an eagle caged, I pine
On this dull, unchanging shore:
Oh! give me the flashing brine,
The spray, and the tempest’s roar.”

Epes Sargent.

SOME STORIES OF THE SEA

IT may not be out of place to relate a few stories of New England captains and merchants, together with some other anecdotes that may prove of interest.

One of New England’s most celebrated clipper-ship captains was “Nat” Palmer of Stonington, Conn., who was known in every seaport of Europe and China. He retired from the sea, but was persuaded to take a vessel to Bremen. When he returned, his friends joked him about going to sea again after having said he had given it up, to

which Captain Palmer replied that he did not consider a short voyage like that really going to sea. In referring to Captain Palmer's voyages, his brother often used to say, "My home is here in Stonington, but Nat's home is the world."

There was much rivalry among captains, and many ingenious tricks were resorted to in order to be first in port. On one occasion a Captain Case determined to shake off a troublesome adversary, who was sailing just astern of him, so he began to shorten sail; his rival, to his delight, promptly followed suit. To make the ruse complete he then shouted out in a loud voice to "stand by and let go the anchor," but did not actually cast it. Again the other captain followed the example, really coming to anchor. It was then almost dark, and Captain Case quickly set all sail and bore away, reaching port a long time before his inexperienced antagonist. Another scheme used in order to vanquish a vessel was to spread the blankets of the sailors in the rigging as an auxiliary to the sails. One year when only the fastest vessels were getting any freights at Whampoa, a Yankee ship that was very slow arrived in port. Her captain boldly offered to bet the captain of the fastest clipper in port that he would beat him home, and the challenge was promptly accepted. The crafty American then took good care that his bet was made known to the public, the result being that he was able to fill his vessel with freight at good prices. Of course, the Yankee lost his wager and was beaten into port, but the extra freight money much more than made up the loss of the bet. There is another story told by Aaron Sargent of two captains, who were brothers, and who were about to sail from Cronstadt to Boston, one in the "Timoleon" and the other in the "Flavius." The former vessel was ready to leave port first, and as she was about to sail, the captain of the latter made his brother rather angry by saying that he would report him when he reached Boston, insinuating, of course, that he would reach port first though sailing last. The race around Scotland and across the Atlantic began, and, curiously enough, both vessels arrived off Boston Light on the same afternoon, but too late to proceed up the harbour. When darkness came on, the captain of the "Flavius" rowed up to Boston in his boat and played a trick on his unsuspecting brother by reporting: "Arrived ship 'Flavius,' Winsor, Cronstadt, 9th ult.; ship 'Timoleon,' Winsor, for Boston, sailed two days before; past Elsinore together on the 18th and parted company in the North Sea." The ruse, however, was soon discovered.

Many of the captains possessed real wit, in addition to their many other accomplishments. An Englishman remarked to a Captain Larabee that that flag (pointing to the Stars and Stripes) "has not braved for a thousand years the battle and the breeze." "No," was the quick rejoinder, "but it has licked one that has!" Another well-known captain was Eben Howes, who invented the Howes rig, and who hailed from South Yarmouth. He was very fond of children, and played games with them much of the time during the

latter part of his life. He used to take them sailing almost every day, but never on Sunday. Some one once asked him why he never took them out on the Sabbath, and he replied that he thought he ought to draw the line somewhere and so he decided to draw it at the water's edge.

Many of the Barnstable captains in the early fifties used to take their vacations by going to New York with their families. While there, most of them made their headquarters at the United States Hotel, opposite Fulton Ferry, and when they went up to the Crystal Palace, or the theatre, a special Fulton Ferry omnibus was chartered for the party. The children of the family were often brought to New York, too, and spent most of their time sliding down the banisters of the hotel, most of them being dressed in sailor suits which, according to a description given by one of the guests, "set like a shirt on a marline-spike." A story has been told of a small boy, the son of one of our Boston ship-captains, who was being chased down Commercial Street toward the wharves by his fat mother. There was a strong wind blowing in their favor and the mother was gaining steadily on her son. One of the boy's chums noticed the predicament of his friend, and yelled out, "Try her on the wind, Jim." This good advice was followed and the boy pulled away from his mother and escaped.

The people of Cohasset often repeat stories of the sea told to them by their fellow-townsmen, Captain Philip Fox, and one amusing line may be worth quoting. He sailed the "Emerald" from shore to shore through a gale that lasted throughout the voyage; he carried sail all the time, and it is said that the man at the wheel often had to be lashed to prevent being swept overboard. As he was coming up Massachusetts Bay, Captain Fox appeared on deck, and seeing the lee rail for the first time for many days, exclaimed, "Why, here's a stranger!" There is another story Cape Codders enjoy telling. Captain Joshua Sears heard that a cargo of molasses had just been landed and he went down to the wharf early the next day to inspect it. He finally selected a special barrel, upon which he wished to bid at the auction sale, and as he was putting his distinguishing mark on it, he unfortunately lost his false teeth, which fell between the barrels. The poor captain then became very much confused and by mistake made a number of marks on the barrel he intended to purchase. His friends heard of the incident, and when the time came for Captain Sears to buy it in, they made him pay high for it. Many of our best skippers hailed from the Cape, and there are many people who remember as boys going down to the village drug store to hear the captains narrate their interesting tales of the sea and of foreign countries. The boys of Yarmouthport, now grown up, well remember the piece of poetry written at the time when the packets "Commodore Hull" and "Eagles Flight," the latter commanded by Captain Ansel Hallett, a grandfather of B. Nason Hamlin, used to sail between the Cape and Boston before the Cape Cod Railroad was built. There was much rivalry between

the crews of these two vessels, and the sailors of the "Eagles Flight" composed and sang a chanty that ran as follows:—

"Oh! the 'Commodore Hull' she sails so dull
It made all the crew look sour,
While the 'Eagles Flight' was out of sight
In less than a half an hour."

Not many years ago the "Cambria" ran ashore near Truro, on the Cape, and many visitors, including a good many women, came down to see the excitement. "Uncle Jack" Newcomb, the Wellfleet oysterman, was very much annoyed because some of the fair sex from Boston played all sorts of pranks with his fishing gear. The foreign mails had to be landed and sent to Boston as soon as possible, and so "Uncle Jack's" ox-team was hired to convey them to Wellfleet, whence they were to be trans-shipped to Sandwich and then to Boston. "Uncle Jack's" son, in charge of an officer, set out on the journey, but as they passed the Newcomb farm, the father yelled out, "Here, John, feed the cattle before you leave." The officer protested, saying, "Man, her Majesty's mail must not be delayed in this manner," whereupon the answer came back in a loud voice: "What in hell do you suppose I care for your Majesty's mails? John, unyoke the cattle and give them their dinner." The mail had to wait until the oxen had been fed, and then the mail proceeded on its way.

Brewster, on the Cape, at one time boasted that she was the home of more foreign ship-masters than any other place in the country; every one was called "Captain," and when shipping began to decline, a captain kept the drug store, another was chairman of the Board of Selectmen, and another was trustee of the Library; in fact, almost every position in the town was held by one of these old salts after he had given up the sea. Captain Sears, in his "Brewster Shipmasters," describes the lives of the seamen of his town, and mentions the good luck that befell two ship-captains. One was said to have shipped a full cargo of New England warming-pans to the West Indies, and of course all his friends laughed at his folly. As luck would have it, however, he was able to sell his pans at fabulous prices to be used as utensils for boiling out soup from sugar-cane. The other fortunate commander sent a shipload of babies' cradles around the Horn to California in 1848, finally managing to dispose of them when the '49 craze came, at very high prices, to be used as "rockers" for gold-mining.

We have read some stories of the severity of captains, of "belaying-pin" soup, of sheets padlocked so that the frightened crew couldn't ease them, and of hard knocks and blows, but these cases are very rare, the New England captains being described in most instances as kind. It was also especially necessary for them and their families to accept with good grace reversals of fortune, which happened often in those uncertain days. As an example, we are told that Captain George Nichols of Salem returned from the East in the "Active"

and told his wife he was bankrupt owing to the war. Whereupon his wife smiled and said: "Is that all? I feared from your manner you had something dreadful to communicate." Captain Nichols made sufficient money by hard work during the next few years to pay back his creditors in full.

An experience in Boston Harbour perhaps worth relating was the sinking of the schooner "Ariel." Mr. Joseph Lee built this schooner with the understanding that Captain R. B. Forbes might purchase a half-interest in her if he thought her suitable for the China trade. She was lying at Lewis Wharf when inspected by Captain Forbes, who came to the conclusion that her masts were too tall. Mr. Lee thought she would prove safe, however, and said: "Try her, and if you can capsize her I will give you my head for a football." A day or so later, the trial trip took place, the "Breeze," with Captain William Sturgis and Mr. Boardman on board, keeping company with the "Ariel," which had as a crew Captain Forbes and some of his friends. There was a brisk northwester blowing, and the "Ariel," even with a reef in, made hard weather of it, just shaving the Graves and then standing over toward Nahant. A very strong puff came and she quietly laid down and sank before the sheets could be eased off. The thirteen unlucky passengers (for there happened to be just thirteen on board) clung to her sides until they were taken off and transferred to the "Breeze" amid great laughter. The "Ariel" soon found bottom. Just then the "Northern Light" passed by, and Colonel Winchester, who was on board, hailed the "Breeze" and asked where the "Ariel" was. "Down below off Long Island Head," was the reply. "I am going down to give her a trial," added Colonel Winchester, to which Captain Forbes rejoined, "Give my regards to the crabs and lobsters." As Captain Forbes approached the door of his house his wife ran out and inquired what sort of a time they had on their sail down the harbour. "We had a fine trip," replied his brother John, who had also received his ducking with the others of the party, "and she *went down* beautifully." An amusing account of the adventure appeared the following morning in the Boston papers. Captain Forbes called on Mr. Lee the next day and was met with the words: "Thank God, you are safe! Cut the masts off at the deck if you like, put the foremast down the main hatch if that suits you, but do not mention the 'Ariel' to me again." In justice to Mr. Lee it should be said that his yacht, after being raised and altered, went to China and proved a really good sea boat, although her skipper, Captain William Poor, used to claim that she could dive deeper and stay under water longer than any craft he had ever sailed in.

Another amusing yachting incident happened in Marblehead Harbour after a yacht race between the "Breeze" and the "Dream." Both yachts put into the harbour for lunch. It was intended that the meal should be served on the "Dream," but as the table was found to be too small, the captain of the "Breeze" invited all on

the "Dream" to be his guests. When all were below getting ready for dinner, the captain of the "Breeze" quietly rowed over to the other yacht and brought back the food and champagne that had been intended for their dinner. Not until the two boats started for home did the yachtsmen on the "Dream" discover that they had been eating the dinner prepared for themselves. Demands were made for some of the champagne that had been taken away, but the only reply was a volley of empty bottles and strawberry-baskets.

There was another incident connected with the harbour that might be mentioned. The ship "Norfolk," bound from New Orleans to Havre, put in at Boston in distress, leaking two thousand strokes an hour. It was a rainy dismal afternoon, and a head wind was blowing, which necessitated a dead beat up the harbour. The people on the wharves were much interested to see whether she could get to her berth before sinking or turning turtle, and there was much excitement every time she tacked and rolled to leeward, the only persons not enjoying the incident being the owners and the underwriters. She succeeded, however, in reaching her dock safely. Another exciting incident was when the "Break of Day" steered into Boston Harbour without a spar standing.

There was once a merchant of Rhode Island who had six daughters, and was so disappointed never to have had a son that he called his ship, which was launched a few days after the birth of the last girl, by the name of "Boy." Two Boston merchants once built a ship and had a difference of opinion as to the name. One proposed the name of a statesman, then alive, but his friend, who was an old ship-master, protested, arguing that "the man you mention is a good enough fellow, but before two years he may change his politics or do some act that will stamp his name with infamy, and then how foolish we shall look when hailing our ship. No;" he continued, "never while you live, call your ship, or your child, after any living man, but take the name of some one whose excellence is vouched for by a tombstone." This advice was followed.

An amusing story is told of two boys, the sons of two Boston merchants, who had been imbibing rather too freely. Late in the evening they met the proprietor of one of our dime museums and being invited by him to spend the night in his rooms, which were above the museum, they accepted, deciding that they felt very badly and were considering "swearing off." The next morning the two boys woke up feeling very dilapidated and wondered where they were. They started to investigate, and on looking out into the entry saw all the "freaks" on their way down to breakfast,—the fat woman followed by the living skeleton, then the bearded lady and the india-rubber man. The story is that they yelled: "I've got 'em! I've got 'em!" rushed out into the street, and swore off for good. Father Taylor, the sailor preacher, who has been described in another pamphlet, had he seen the boys the night before, would have made his customary remark on such an occasion, "There they go! All

kites flying, bound to hell." At Father Taylor's Bethel in North Square a burial service was being held over the body of Captain Griffith Morris, and another well-known captain was asked to say a few words about his dead friend. The speaker broke down in the middle of his eulogy, and after wiping away the tears, apologized by saying, "You must excuse me; we men of the sea imbibe so much salt water that our hearts are sometimes liable to pump it through our eyes, when our sympathies are enlisted."

It has been claimed that a well-known Boston ship-captain was once accused of being drunk as he was walking rather unsteadily across the Common, when in reality he was perfectly sober, having just docked after a very rough voyage, and not having gotten rid of his sea-legs.

The Whampoa comprador for American vessels in eight cases out of ten was "Boston Jack," a Chinese boy brought to Boston by the captain of one of the Perkins ships, being one of the first who was ever seen in this country. He lived with Colonel Perkins for some time and was educated by him. Finally he became converted, returned to China, and there called himself "Boston Jack." He was very fond of relating his experiences on the voyage, particularly when he was off Cape Horn, where he would say, "Too muchee strong gale; sea all same high masthead—no can see sky, no can see water," meaning that in the turmoil of the elements one could see nothing. By his countrymen he was looked upon as a very important person, and he was always a favorite with the Americans, finally dying at a good old age, universally regretted and very much missed.

For the Centennial Dinner of the Proprietors of Boston Pier (Long Wharf, as it was later called), which was held in 1873, Oliver Wendell Holmes wrote one of his amusing poems, a number of verses of which we reprint:—

Dear friends, we are strangers; we never before
Have suspected what love to each other we bore;
But each of us all to his neighbor is dear,
Whose heart has a throb for our time-honored pier.

As I look on each brother proprietor's face,
I could open my arms in a loving embrace;
What wonder that feelings, undreamed-of so long,
Should burst all at once in a blossom of song!

While I turn my fond glance on the monarch of piers,
Whose throne has stood firm through his eightscore of years,
My thought travels backward and reaches the day
When they drove the first pile on the edge of the bay.

They are gone, the stout craftsmen that hammered the piles,
And the square-toed old boys in the three-cornered tiles;
The breeches, the buckles, have faded from view,
And the parson's white wig and the ribbon-tied queue.

Who—who that has loved it so long and so well—
The flower of his birthright would barter or sell?
No: pride of the bay, while its ripples shall run,
You shall pass, as an heirloom, from father to son!

Let me part with the acres my grandfather bought,
With the bonds that my uncle's kind legacy brought,
With my bank-shares,—old "Union," whose ten per cent. stock
Stands stiff through the storms as the Eddystone rock;

With my rights (or my wrongs) in the "Erie,"—alas!
With my claims on the mournful and "Mutual Mass.";
With my "Phil., Wil. & Balt.," with my "C., B. & Q.";
But I never, no never, will sell out of you.

We drink to thy past and thy future to-day,
Strong right arm of Boston, stretched out o'er the bay.
May the winds waft the wealth of all nations to thee,
And thy dividends flow like the waves of the sea!



From a photograph

Kindness of F. B. C. Bradley

FORT HILL DRYDOCK, FILLED IN ABOUT 1880



From a painting

Massachusetts Historical Society

CANTON—CHINA

WILLIAM APPLETON & COMPANY

William Appleton was born in North Brookfield, Mass., in 1786, and died in 1862. He began his career at the age of fifteen as clerk in the country store of Artemas Wheeler in Temple, N.H., being made a partner four years later. He soon moved to Boston, as he expressed it, "with a small bundle in his hand, and a few cents in his pocket" and entered into business with N. Giddings, who bought and sold West India goods and crockery. In 1809 he had made sufficient money to buy the "Triumphant" and went with her on a voyage to Fayal. She was later captured by a French privateer, but fortunately was recaptured and brought to Plymouth, England. After the war, Appleton built the "Telegraph," "Courier" and "Minerva" and for six years was in business with the firm of Paige & Chase. From 1826 to 1841, he was in business alone, with his counting-house on State Street, and at the end of this time he took into partnership Samuel Hooper and his son, James A. Appleton, under the firm name of William Appleton & Company. About ten years later F. G. Dexter and John H. Reed also entered the counting-house, which had now attained a very high position in shipping throughout the world, trading chiefly with China. Some of the vessels owned by the firm were "Milton," "Eben Preble," "Charlotte," "Delhi," "Loo Choo," "Coronado," "Barnstable," "Mary Ellen," "Admittance," "Oxnard," "Hamlet," "Tasso," "Cygnet," "Joshua Bates," "Horsburgh,"

"Courser," "Living Age," "Nabob," "Orion," "Edith Rose," "Egeria," and "Magenta."

Appleton resigned from the firm in 1857, Samuel Hooper and F. G. Dexter continuing in business together under the name of Samuel Hooper & Company. Captain William Cole was referred to as "Commodore" of William Appleton & Company's ships, and was one of the firm's most successful masters. William Appleton was elected to Congress in 1851, and for the next three terms, and at the age of seventy-four was again chosen a Congressman. Being in very feeble health he should not have accepted the position, and he died soon afterwards.

Mr. Appleton suffered all his life from dyspepsia, but in spite of his ill-health, he persevered and built up a most successful business. He had many fine qualities; he was impressive, sympathetic, genial, kind, dignified, conservative, truthful, and possessed of great sagacity and courage. Rev. Chandler Robbins, who wrote a memoir of him, said, "We have no misgivings in holding up such a life before the young men of New England as worthy of honor and emulation."

After his death, as the funeral procession was about to start for Mount Auburn, the Mayor gave orders for the bells to be rung and salutes to be fired in celebration of recent victories. All rejoicings were, however, postponed one hour in consideration of the funeral.

Samuel and Nathan Appleton, cousins of William, were partners and importers of British dry goods. It is said that the former began his career with a single fourpence half-penny, which was paid to him by a drover with a herd of cattle who asked the boy for assistance in driving his cattle, as he was passing the Appleton house. He later went to Maine, where he worked as a labourer. The Appletons are descended from Samuel Appleton, who was one of the first settlers in Ipswich in 1635. Some of the family later moved to New Ipswich in New Hampshire.

Dr. Greenwood once spoke of his congregation as being composed of "merchants like Samuel Appleton, Patrick T. Jackson, Thomas Motley; lawyers like Judge Wilde, Charles Jackson, Benjamin R. Curtis, Franklin Dexter; the banker, Charles Sprague; the beloved physician, Dr. James Jackson."

John Codman was for some years in the shipping business with his brother, under the name of John & Richard Codman, trading with Holland, England, France, and Russia.



From a painting

HON. JOHN CODMAN

Kindness of William Coombs Codman

See opposite page



Photograph from book "William and Mary Appleton"

WILLIAM APPLETON

CAPTAIN JOHN CODMAN, WILLIAM C. CODMAN,
JOHN & RICHARD CODMAN

Captain John Codman was born in Dorchester in 1814, being the oldest son of the Rev. John Codman. His daughter was Mrs. F. V. Parker, his two brothers were William C. and Robert Codman, and his sisters were Mrs. Charles K. Cobb, Mrs. Otto Pollitz, and Mrs. William A. Peabody. Captain Codman always showed a great fondness for the sea, and as soon as he saw an opportunity he shipped on one of the famous clippers. He used to say that the best Boston families were founded by the old ship-masters. He made many voyages to China and the East Indies and commanded several vessels. While second mate of the "Carolina," when that vessel was at her dock in London, he went ashore and sat on the wall of the Duke of Devonshire's palace and saw the future Queen Victoria on her way to Westminster Abbey to be crowned. During the Crimean War he commanded the ship "William Penn," which was used as an army transport to carry troops from Constantinople to the Crimea, and during the Civil War he was in command of the steamer "Quaker City," which was engaged in carrying stores to Port Royal. During his voyages he had many exciting experiences and several narrow escapes. On one occasion he was bringing home a tea-ship from China and had a tough lot of men on board on the trip from New York to Boston, having discharged his good crew in New York. On the first morning out his men refused to holystone the deck, whereupon the Captain, upon inquiry, learned that the seamen thought that washing decks was not in the contract. "Well, what is?" replied the Captain, cheerfully, to which the men answered: "To make sail, steer the ship, hoist anchor, etc." "Very good," said the Captain. "Then you can let go the anchor thirty fathoms and we will keep hauling it in and dropping it again until the gentlemen are satisfied." The crew saw the point at once, actually bursting out laughing, and immediately began to scrub the decks without another word.

Another time, in taking troops to Turkey, the steamer's engines broke down just at the time the ship was to be inspected; he was determined, however, to keep these facts from the inspectors, therefore, after inviting them on board and entertaining them, he started a donkey engine in order to create a noise resembling the regular engine, and sailed down the Bosphorus without creating a suspicion that the vessel was not entirely shipshape.

Captain Codman was very fond of riding, and once, when about seventy-five years of age, he rode from New York to Boston in the middle of winter. He had a horse which he called "Grover Cleveland" in order to show his admiration for the President, and he always caused great interest when on the hotel registers he signed his name and underneath it "Grover Cleveland." He also wrote a number of



From a photograph

Kindness of William Coombs Codman

WILLIAM C. CODMAN

A younger brother of Captain John Codman, a well-known merchant of Boston, who traded chiefly with Calcutta and the East Indies.



From a photograph

Kindness of William Coombs Codman

CAPTAIN JOHN CODMAN

Commanded many vessels to China and other countries. He was also an excellent writer.

books and newspaper articles, and made many speeches on travel, shipping, and tariff. He used to say that "his little Latin and his less Greek had been very useful to him." "It was like being vaccinated," he said. "You may not feel it, but it is there all the same and does you a heap of good." Captain Codman owned a ranch in Idaho and a house at Cohasset, the latter being so near the water that people used to remark that his villa on some boisterous night would undoubtedly go to sea without taking out clearance papers. He gave up the sea for the last thirty years of his life, but still owned a number of ships which were most successful, one of them, the "Morea," in one year's time making for him one hundred thousand dollars in tea. He was a graduate of Amherst College. He died at the age of eighty-six.

William C. Codman was a younger brother of Captain Codman and was a well-known supercargo and merchant of Boston, trading chiefly with Calcutta and the East Indies. He wrote many newspaper articles telling of his early life in Dorchester, which are all most interesting, especially his description of his purchase, with a number of friends, of the old tub "Shawmut No. 8." Through this purchase, which was effected with the help of Mayor Lyman, these young Dorchesterites were able to join an engine company, which was the ambition of every youngster at that time. One day the fire-alarm sounded and Codman and his friends ran to the fire, which proved to be a bad one and which was not handled with great success on the part of the firemen. On the way home an old woman came out of her bakery and yelled at them: "Boys, my windows are awful dirty. If you will wash 'em I will give you as many seed cakes as you can eat." There was great indignation among the young firemen, who voted then and there to disband and to sell the engine. The apparatus was soon disposed of and was later used by a resident to water his garden.

Another account of Codman's youthful days describes a parade which was held at the time of the Harrison-Van Buren Presidential election in 1840. At dawn he and his two brothers each mounted one of the family horses and started for the assembling place. William C. Codman drew the old black, which was supposed to be the quietest horse in the barn. As soon as the bugle blew, however, he started for the front. Soon young Codman didn't much care whether Harrison or Van Buren were elected, his only thought being to stay with his mount. It wasn't long before he was leading the parade. Later on, the marchers encountered many red flannel petticoats hung along the line of march, signifying that their candidate was an "old granny" and should not be elected. On reaching Captain Ebenezer Eaton's store at Meeting House Hill they were jeered at by the Democrats, and this fact combined with the sight of another red flannel petticoat hanging from a tree was too much for one of the old sea-captains who happened to be in the parade. He rushed from the ranks, tore the petticoat from the branches, and bore it back triumphantly.

Another account describes four Dorchester sea-captains, Captain William M. Rogers, Captain Dorr, Captain John White, and Captain

Eben Wheelwright. The former commanded one of the ships in the East India Company. He was very fond of racing his ships, and when he retired from the sea he got his excitement in driving a fast trotting-horse. He and other parishioners used to tie their horses along the fence during church and after the service the boys of the village would collect at the church to see the fun. The old captain, accompanied by his wife, who gave the chaise a heavy list to port, would allow the other drivers a considerable start, and with a yell from the bystanders of "fill away the main yard," he would start off in his chase to overhaul his competitors. It was a safe bet that the old sea-captain before they came to Nixon's corner at the end of the road would pass all his competitors.

Few realize that Dorchester about 1832 was interested in whaling. Codman describes how Nathaniel Thayer, a brother of John E. Thayer, founder of the firm of Kidder, Peabody & Co., Elisha Preston, Josiah Stickney, Israel Lombard, and Charles O. Whitmore formed a syndicate to whale in the Pacific, Indian, and North Atlantic oceans. The ships bought by the company were the "Charles Carroll," of Nantucket; "Courier," "Herald," and bark "Lewis." The wharf was at Commercial Point. Codman described how in his youth he used to board all these vessels, mount the shrouds, and creep through the lubber hole, conscious, as he expressed it, that he had performed a gymnastic feat that would have rivalled Blondin. The business was successfully carried on until 1840, when the syndicate disbanded, and, to use the description of an old merchant, "the rats then ran about the wharf with tears in their eyes."

Codman visited many European cities. Once when he was stationed at Shepard's Hotel in Cairo he registered his name and then added after it "Dorchester, Mass." At this hotel were many officers and others who had long titles after their signatures. Codman felt that he was not receiving proper attention from the servants and accordingly erased the words "Dorchester, Mass." replacing them with the initials "U.S.M.S." He said he found that the change was most satisfactory and that every one paid much greater attention to his wants. Some time later, as he was about to leave, some one asked him what the initials "U.S.M.S." stood for, and he replied, "United States Merchant Service." He then left Cairo on his way to Calcutta to bring home a cargo to Boston. Among other cargoes taken to the East by Codman was a load of ice on the ship "Nantasket." The vessel was not well provided with food, and salt junk was in abundance during the voyage, the kind described in Dana's "Two Years Before the Mast," in the following lines:—

"Old horse! old horse! what brought you here?"
'From Sacarap to Portland Pier
I've carted stone for many a year;
Till killed by blows and sore abuse
They salted me down for sailors' use.

The sailors they do me despise;
They turn me over and damn my eyes;
Cut off my meat and scrape my bones,
And pitch me over to Davy Jones.' "

About one thousand natives assembled around the "Nantasket" to see the unloading of the ice. Finally one was sufficiently brave to touch it and became much frightened. He wrapped his girdle around his injured finger, crying for "Tunda Pannie," meaning cold water, and rushed away followed by the other alarmed natives. A young "Parsee," representing one of the largest mercantile houses in Bombay, asked Codman: "How this ice make grow in your country? Him grow on tree? Him grow on shrub—how he make grow?" Another time while the ice was being discharged, a coolie purchased a small cake, which he placed near him while he was completing some work he had to attend to. Upon looking around later he discovered that it had disappeared, whereupon he yelled: "Mr. Mate, me buy one piece ice of you. Somebody make steal him. Me no find. Me want more piece ice."

Mr. Codman also described a curious incident that happened in 1826. Samuel and Edward Austin sailed from Calcutta to Boston on the "Topaz," which was one of the four ships belonging to a New York-Liverpool line which were named after precious stones. The vessel was never heard from. Some years later an American sailor, while drinking at a bar in Cadiz, heard the fate of the "Topaz" discussed by several rough-looking men, and he noticed on the counter an embroidered handkerchief which he recognized as the one given by his sister to the first officer of this unlucky vessel. The discovery was promptly reported, and the pirates admitted that they had plundered the vessel and murdered all of the crew. The villains were all executed. Charles and Lewis Austin, the former acting as supercargo and the latter as his clerk, were on this vessel. The Austin firm consisted at that time of William, Samuel, and Edward, and traded with the East Indies, Dutch, and Russian ports.

Mr. Codman amusingly described a Mr. G. in his lectures on American humor. Mr. G. was financially embarrassed, and the receipts from his lecture had been trusted just as he began to deliver his address. Mr. G. said that the incident reminded him of two men who were upset in a river, whereupon the landlord of a small tavern near by rushed out and yelled, "Save the red-headed man." He was brought safely back to land, but his companion was drowned. "Why," asked the bystander of the landlord, "were you so anxious to save the red-headed man?" "Because he is of some use in the world; he owed me money," was the rejoinder.

When Mr. Codman was a lad of about twelve years he attended Dummer Academy at Byfield, near Newburyport. He was homesick one day, and leaving the Academy at 4 A.M. he walked to his father's home in Dorchester, a distance of over forty miles. When he arrived

Other MERCHANTS and SEA CAPTAINS of OLD BOSTON

about nine o'clock the same evening, the family were all out, and he fell asleep on the sofa. His father, the next morning, shipped him back to school by stage-coach without his even having had his clothes off. He retired from his business firm of William C. Codman & Son, Real Estate, on his eighty-first birthday and died about a year later. At the time of the great Boston fire in 1872 he was president of the Lawrence Fire Insurance Company, whose stockholders and directors were almost all old merchants and sea-captains and his life-long friends.

Honorable John Codman was born in 1755 and died in 1803. He was for some years in business with his brother under the firm name of John & Richard Codman, his brother living for many years in France. The firm owned many American-built ships, and exported and imported from Holland, England, France, and Russia. Although John Codman died young, he left what was in those days a considerable fortune, chiefly in real estate, one of his most valuable buildings being Codman Wharf, which is now the present site of Quincy Market. For twenty-five years he and his sons, as executors of his estate, were obliged to protect their claims against one William Vans, whose claim grew out of some supposed transaction which Vans had with Richard Codman while in France. There have been a number of books written about this famous case which was finally decided against Vans.

Codman was very loyal to his family and his country. His first wife was Margaret Russell of Lincoln. His second wife was Catherine Amory, daughter of Jonathan Amory of Boston, whose sons were Rev. John C. Codman, whose house and church are still standing in Boston; Charles Russell Codman, father of the late Colonel Charles R. Codman, and Francis Codman, who owned the house still standing at 29 Chestnut Street, Boston. His daughters were Catherine, who married John Russell Hurd of New York, and Mary, who married William Ropes, father of the late John C. Ropes. John Codman's father of the same name was a merchant of Boston, who died in 1775. His grandfather was a merchant and sea-captain of the same name, who was poisoned by his slaves; his great-grandfather was Stephen Codman, a captain who died in 1708, and his great-great-grandfather was Richard Codman, who settled in Salem in 1630.

JOHN PERKINS CUSHING

John Perkins Cushing, called "Ku-Shing" by the Chinese, sailed for China when only sixteen years old, to take the position of clerk in the counting-house of his uncle, Colonel Thomas Handasyd Perkins. The head of the firm in China at this time was Ephraim Bumstead, who was soon obliged to leave Canton on account of illness, and died at sea. Young Cushing, therefore, arrived in China at this early age to find that he was the only representative of the Perkins firm in

the East. Colonel Perkins, on hearing of Mr. Bumstead's death, at once prepared to go to China, but just before sailing he received letters from the young apprentice, who presented the condition of affairs in such a favorable light that the intended journey was abandoned. Cushing managed the affairs of the firm so skilfully that the consignments continually increased. He was soon taken into partnership with the Perkinses and continued with them until the consolidation of their firm with Russell & Co. in 1827. Mr. Cushing relates an incident that happened concerning one of the Chinese merchants called Yeeshing, with whom he had business transactions, showing the honesty and unselfishness of the average Chinese merchant. On the occasion of the great fire in 1822, large amounts of merchandise were destroyed. Mr. Cushing had placed with Yeeshing five thousand pieces of crapes, valued at \$50,000, to be dyed, and there was no insurance upon them, as nothing of the kind existed at Canton. A day or two after the fire Yeeshing entered Mr. Cushing's office, exclaiming, "Hae-yah! Hae-yah!" "Well, Yeeshing," enquired Mr. Cushing, "how fashion?" To which the Chinaman replied, "My have loosum my house, my shop—all a finishy, too muchee trub." Mr. Cushing began to express his sympathy, believing at the same time that he too had lost all his property, when Yeeshing continued, "My alla finishy, only when my take out your crape (to save it) hav loosum 84 peece, how can my, no too muchee trub?" The honest Chinaman had saved Mr. Cushing's crapes, but had lost his own dwelling and its contents, with most of his own goods. Cushing returned to Boston a few years later, having been most successful in his China venture, and soon after his arrival married the only daughter of the Rev. John Sylvester Gardiner of Trinity Church, Boston. It was rumored at the time of his engagement that there was much disappointment among the young marriageable belles of Boston, who, as some one expressed it, "beset him like bumblebees about a lump of sugar."

Cushing and his young wife had a wonderful house at Watertown, now a part of Belmont, the latter town being called after the name of his place. His house was one of the finest and most comfortable of any in or near Boston, and was a double one,—a house within a house,—so as to be warm in winter and cool in summer. The spacious grounds and beautiful gardens were open to the public, and thousands of visitors went out there each year. Once when the assessors called upon him to question him as to his taxes, he asked, "What is the entire amount to be raised?" The sum was named by the assessors, whereupon Mr. Cushing said, "You can charge the whole amount to me." The homestead is now the residence of Colonel Everett C. Benton.

Cushing's sons used to spend their week-days in Boston with their grandmother, Mrs. Gardiner, in order to be near school, and on Saturdays, as Mrs. R. B. Forbes relates in one of her letters, the large Cushing carriage came to Temple Place—at that time usually referred to as "The Court"—to take the boys home to Belmont. Mrs. Forbes

also speaks of the wonderful children's parties given by Mr. Cushing, to which the boys and girls of Boston looked forward with joy,—of the haystacks; of the ponies for the children to ride; of the music; of the fire-balloons; of the dancing on the lawn, with the well-known dancing-teacher Papanti in charge; and of the procession of the children to the supper-table. Copley once said that one of these parties was the prettiest scene he had ever witnessed. The fête of June 17, 1840, seems to have been especially attractive, and as the children left the grounds they shouted, "Hurrah for Cushing forever!" There were many boys and girls there whose fathers were on the water or in foreign countries, and one little child on being asked where his father was, answered, "Dear papa done Tanton" (gone Canton). The mention of Temple Place suggests the remark of an old Bostonian to whom a certain family had given an opinion that he thought to be wrong; with a twinkle in his eye, he said, "I dare say they are wrong; you know, they do not live in Temple Place!" The Cushing town-house stood where Nos. 25 and 27 are to-day on Temple Place.

Cushing was very fond of the Perkins family, and often brought to the house presents of large boxes of the finest white sugar. He spent much time at their house, and when one heard "deuce, ace, tray," it was safe to assume that either William Appleton or Cushing was engaged in a backgammon contest with Colonel Perkins. Cushing enjoyed at the Perkins house the often-described cambric teas, the dipped toast, the oblong squares of gingerbread marked out so carefully in parallel lines, and the delicious East India preserves; he was also one of those present at the last Thanksgiving dinner that the Colonel and his wife had together.

He took an active part in public enterprises, and was one of the most benevolent and respected citizens of the State. He was of a very retiring disposition, and it is believed that there is no picture of him in existence.

CAPTAIN JAMES DALTON

The earliest record of Captain James Dalton is found in a manuscript diary kept by himself and begun in the year 1736. Captain Dalton has written various entries and memoranda of the arrivals, departures, and discharges of cargo at Savannah in 1736, Charleston in 1737, and later at East Cowes and other ports. At this early day, therefore, we know definitely that he was already engaged in seafaring pursuits. A few years later he was commander of the brigantine "Joshua," trading between Boston and London, as appears by a letter of instructions from the owners, Henderson & Hughes, dated 1740 and directed to him. Captain Dalton at this time was a resident of Boston, but it is not known how long he had lived here, or where he had previously resided. In 1740 he married Abigail, daughter of Peter Roe, who was also a resident of Boston, as shown by the Registry of Marriages of King's Chapel of that date. She had previously married

Judah Alden, but her husband died very soon after their marriage. Captain Dalton continued to go to sea as ship-master, sometimes acting also as consignee of the cargoes. He later became the owner of various vessels, and finally abandoned his seafaring life, taking up his residence permanently in Boston. He then carried on a mercantile and shipping business, trading with Philadelphia, North and South Carolina, the West Indies, and the Northern British-American Provinces. From the years 1760 to 1770 he frequently sent his sons, Peter Roe and Richard, as supercargoes on these voyages.

In 1756 he purchased an estate in Boston, lying on Water Street, between Water and Milk Streets, which was then occupied by a tanyard, garden, a dwelling-house and other buildings. These buildings he pulled down, and in 1758 built upon the property a Mansion House, as shown in the picture on the opposite page, which was occupied by himself and family during the remainder of his life, and afterward by his son, Peter Roe. The house stood with its northern end toward Water Street, and its front to the eastward. Soon after its completion a new street, now Congress Street, was ordered by a committee of the General Court to be laid out through the estate, running from Water to Milk Street. This was made necessary owing to the rebuilding of that part of the town, after the "Great Fire" of 1760. The projected street was partly a re-establishment of the old "Leverett's Lane," which ran from King Street (now State Street) to about the middle of Water Street, and which was then ordered to be continued through the intervening land, from Water Street in a southerly direction to Milk Street. The new portion of the street was to pass through Captain Dalton's land, east of his dwelling-house, in such a manner as to divide it very unequally, leaving on its eastern side so narrow a strip as to destroy its value for building purposes. In December, 1761, Captain Dalton addressed a Memorial to the General Court, setting forth these facts, and asking that the location of the new street, between Water and Milk Streets, might be altered and moved farther to the westward, so as to leave a good width of land on each side of it, and at the same time to make it join Milk Street at a point opposite the head of Atkinson Street. In order to accomplish this, Captain Dalton entered into an obligation with the Town Treasurer, not to require any compensation for his land occupied by the new street, provided it were run as he desired, and he also made an agreement with Francis Borland, one of the abutters, to make good any loss he might suffer by the proposed alteration. The change was accordingly made, and James Dalton's estate then consisted of land lying on both sides of the new street. That portion lying to the westward contained his Mansion House, with an enclosed space in front, while that on the eastern side was soon built over with houses and shops, which were rented to various persons. The street thus laid out, at first known as the "New Street," was afterward called "Dalton's Lane" and "Dalton Street," until the year 1800, when its name was changed to "Congress Street."



From a print

Kindness of Henry R. Dalton

CAPTAIN JAMES DALTON'S HOUSE,

built 1758, corner Dalton (changed to Congress, 1800) and Water Streets. Captain Dalton was one of Boston's prominent ship-captains. The corner shown in this picture is now occupied by the Post Office.

Captain Dalton also owned real estate in Oliver Street, "Board Alley," now Hawley Street, Joliffe's Lane, now Devonshire Street, and Marlborough Street, now Washington Street.

He was prudent but energetic and successful in business, persevering, liberal, and public-spirited, courteous to his associates, and of a kindly disposition. He had ten children, dying on April 21, 1873, at the age of sixty-five. The Mansion House and its enclosure became the property of Peter Roe Dalton, while the remainder of the estate on Congress and Water Streets passed into the hands of his four sisters and their heirs.

CAPTAIN PHILIP DUMARESQ

Captain Philip Dumaresq of Boston was always known by his host of friends as "The Prince of Sea-Captains," and was so popular while in port that no other vessel could be loaded or unloaded until his ship had been taken care of. He was one of the best-known American captains in the China trade, and all shipping firms were eager to get him to sail their vessels.

Born at Swan Island on the Kennebec River in the year 1804, he was the only son of James S. Dumaresq, his mother being the beautiful Miss Rebecca Gardiner of Gardiner, Me. Captain Dumaresq tells the story of his childhood days, when at the age of six he decided he wanted to learn to swim. He asked a native boy who was only twelve years old to teach him, as his parents had forbidden him to go near the river until he could swim. As a bribe for the lessons, he gave his friend his most valuable possession, a picture-book of ships,



From a photograph

Kindness of Mrs. George Wheatland

CAPTAIN PHILIP DUMARESQ,

often called the "Prince of Sea-Captains," was one of the most capable and most popular of captains. He sailed ships chiefly for Russell & Co., the Forbeses and Perkinses. He was born in 1804.

from which he parted with great sorrow. He quickly achieved his object, but when he told his parents what he had done, he was much surprised at being severely punished for his disobedience.

Swan Island lacked facilities for education, therefore at the age of twelve his father sent him to his kinsman, Robert Hallowell Gardiner, of Gardiner, Me., which was sixteen miles up the river. At the age of fifteen he entered a shipbuilding yard where he readily mastered the important details and built a few toy boats. Unlike most American boys, however, who used to go to sea in their youth, Dumaresq had no special longing for a life on the ocean, but his physician advised him on account of his delicate health to choose the sea as his calling, and, as usually happened in many such cases, he very soon became robust. At the early age of sixteen he went before the mast, and made such rapid progress that he commanded a vessel when he was about twenty-two years of age.

Dumaresq began his career by keeping the log of the "Samuel Russell," so-called after the founder of the house of Russell & Co. It was his duty to keep the log, and his entries for the voyage were most amusing, as he always added many exclamation-marks whenever he had to make references to reefing or taking-in sail, his commander evidently being too careful to please him. One day he entered in the log: "Under single and double-reefed topsails," and then followed sixteen exclamation-marks showing his disgust at such action. Again later on appeared, "Let out reefs and made sail; consequently made a good run !!!!". A few days later the log read, "Fresh breezes, thick weather, double-reefed topsails !!!". The records of the ships Captain Dumaresq later commanded show that he wasn't prone to take in any unnecessary reefs.

His worst experience was being chased for three days by pirates. Upon noticing them he at once got ready all his guns, the "Quaker" ones as well as the real ones, and then ordered below all of his men but two so that his pursuers could not form any idea of the size of the crew, thereby hoping to frighten them through ignorance of the defence he would be able to put up. On this voyage he had one passenger, Mrs. Joseph Coolidge, mother of the present Thomas Jefferson Coolidge of Boston, to whom he told the danger they were in. She retired to the cabin, where she remained two days without any lights. At the end of the second day it seemed hopeless to hold out any longer, and so Captain Dumaresq explained to her the very grave danger and asked her to decide whether they should all be taken or whether he should blow up the ship. She decided upon the latter course and the whole crew calmly awaited the result of the race for life. For a few hours more the pirates followed very closely, but finally decided to abandon the chase. Dumaresq could not say enough in praise of Mrs. Coolidge's bravery.

He first commanded the "Antelope" on her first voyage to China. The ship was built for Captain R. B. Forbes by Samuel Hall in East Boston. He also commanded the "Akbar" owned by J. M.



From a painting

"FLORENCE"

Original in Peabody Museum, Salem

Captain Dumaresq's favorite ship, owned by R. B. & John M. Forbes and others.

Forbes & Co., the "Bald Eagle" and the "Romance of the Seas," both owned by George B. Upton, and the very successful "Surprise." He had practically retired from the sea when his wife and daughter died most unexpectedly. A number of his friends then decided they would build the "Florence," and would get him to superintend her while she was being built in order to take his mind off the tragedy that had just befallen him. Captain Dumaresq took the "Florence" to sea, having also a financial interest in her. His vessels were to him almost like members of his family, and he looked upon them with the greatest pride; in his last voyage in the "Florence" he described her while anchored opposite his window in the office of Russell & Co. in Hong Kong, writing that "she has been all painted and to my mind is the best-looking vessel in port, and I also suspect I am not the only one who thinks so." His last voyage was made in the "Florence" when he took her to Japan in 1856, she being the first American vessel that had ever entered the port of Nagasaki.

A rather amusing incident happened in connection with his wedding at Trinity Church, Boston, to Miss Margaretta DeBlois. Captain R. B. Forbes was to be best man and had arranged for them to pass their honeymoon on board ship on a voyage to China. The bride and bridegroom were to go direct from the church to the vessel in

Boston Harbour. When the time came for the ceremony, however, Captain Forbes, hearing that there was trouble on board ship, was obliged to hurry down to the wharf and so was unable to act as best man for his friend. He straightened out the difficulty, however, and got everything shipshape before the bridal pair arrived.

A story is told of Captain Dumaresq's father, who was very fond of duck-shooting; whenever he brought down a bird, he used to dive into the water for it, and bring it in like a retriever, no matter how cold the water was. His friends used to tell him he would surely get drowned if he persisted in doing this, and curiously enough he was drowned in this way.

During the long winters the Dumaresqs took many sleigh-rides up and down the Kennebec Valley, and some of their friends and neighbors upon whom they often called were Mr. Farwell of Vassalboro, Dr. James Tupper of Richmond, near Swan Island, Judge Bowman, and Robert Hallowell at Hallowell, General Dearborn at Gardiner, and Hon. Benjamin Vaughan, who owned a fine estate at Hallowell overlooking the Kennebec River, which is still in the family.

CAPTAIN OSCAR G. EATON

Of the many deep-sea captains of the early days, not more than a score now remain, and among them is Captain Oscar G. Eaton of East Boston, who is one of the three captains in this city still alive. Captain Eaton went to sea in 1854, one of the early ships in which he sailed being the "Renshaw," an hermaphrodite brig, a type probably not now existing in this country. A later voyage was made in the "General Ripley," which was captured by the Federalists, and then called the "Island Belle." On returning from Trinidad, this vessel, which formerly bore the name of a Southern general, was captured by the Confederates, and all the crew sent to Philadelphia except young Eaton. In 1863 Captain Eaton was mate of the brig "H. H. McGilvery." He became a master in 1866, and from then until 1871 he commanded the brig "L. M. Merritt," of 366 tons. Two years after he took command of her occurred his most exciting experience on the seas, the only accident he ever had. While off the Western Islands, the brig was dismantled by a high wind, and during the gale the first mate was lost overboard. There were few provisions on the ship, and the cargo was valuable. For forty-nine days the brig drifted, and was finally rescued by the "Ring Dove," an English man-of-war, which towed the "L. M. Merritt" six hundred miles to Gibraltar. After re-rigging her, Captain Eaton proceeded to Havre, where he disposed of the cargo, and where, in recognition of his efforts to save the vessel, the French underwriters gave him five hundred dollars.

The "Annie M. Gray" of 540 tons, built at Mount Desert, was commanded for a short time by Captain Eaton, also the ship "S. F. Hersey," built at Searsport. From the "S. F. Hersey," the command of which he took at Cardiff, Wales, three of his crew jumped overboard

just as he was well out of the harbour. The master saw that they were picked up, and then continued his voyage to Montevideo without them. From this port he went to Callao and afterward laid along the coast of Peru, with one hundred and eighty-nine other vessels, for six months and four days, waiting for a cargo. Some of his companions had to wait even longer than that.

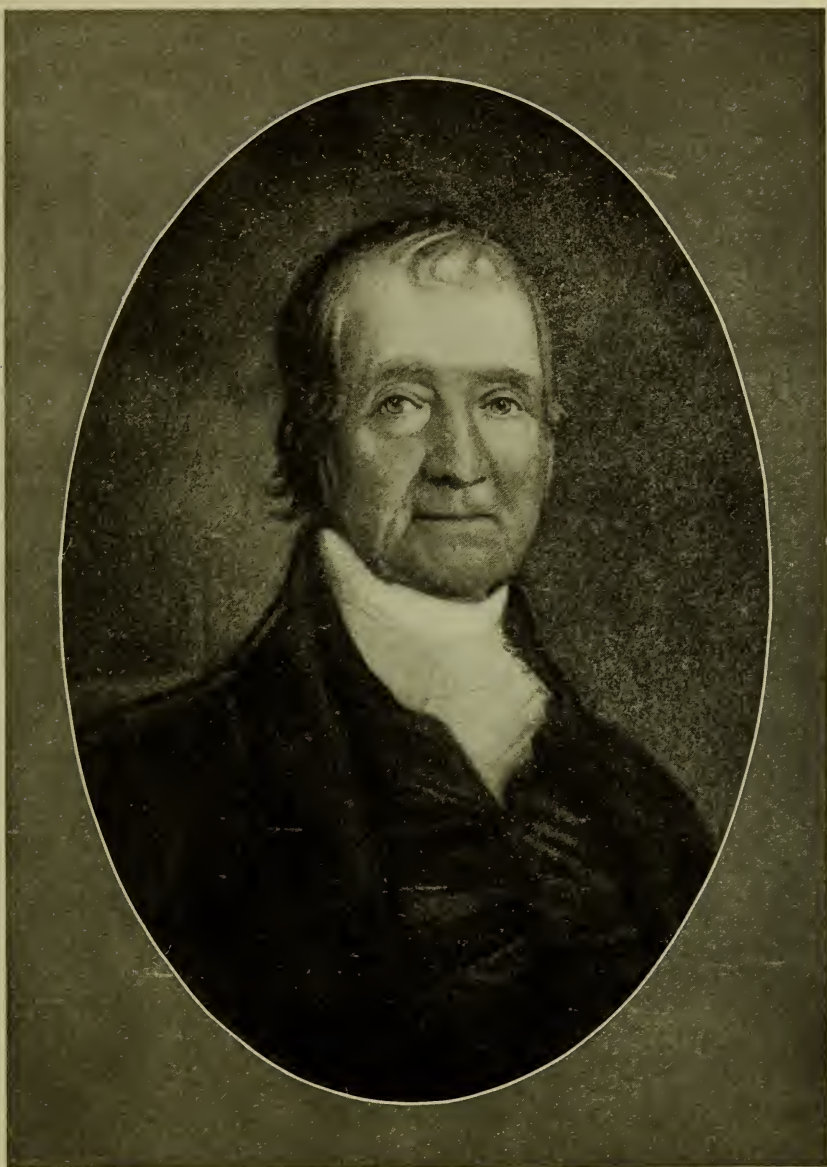
In 1876 Captain Eaton took command of the ship "Oneida," 1,133 tons, and with his family went to Europe. "She was a lucky ship," said Captain Eaton, "and she made a lot of money." In the hall of Captain Eaton's home in East Boston is a large painting of her, and also of the bark "Penobscot," built at Bucksport, Me. The "Penobscot," in which he made his last voyage, was built in 1878 by Hill & Ginn for John S. Emery & Co., Boston, and was burned in 1915 near Buenos Aires.

Captain Eaton, on retiring from the sea, took charge of Simpson's Dry Docks at East Boston, and later he became a surveyor of the American Bureau of Shipping. He is now a surveyor of the Boston Insurance Company and the Insurance Company of North America. He delights to recall his voyages and the ships in which he sailed.

NATHANIEL GODDARD

Nathaniel Goddard had the distinction of being the last man in Boston to wear knee-breeches, which, of course, were accompanied by the customary black silk stockings in warm weather and by white-topped boots in winter. These breeches were imported once a year from Plymouth, England, especially for Barney Hedge of Plymouth and Goddard, by Smith & Gore, and the knee-buckles were similarly imported. These are now owned by his great-grand-daughter, Mrs. H. S. Bush. It might appear as if his life were an easy one, but this was far from the case, for few successful merchants had to endure greater hardships during the early part of their careers. Nathaniel Goddard was born in 1767 in his family's Goddard Avenue home, in Brookline. His parents were so poor that, with the help of the many sons and daughters, they had to bake their bread, brew their beer, make their soap, do the sewing, spin the yarn, and make their own clothes. Nathaniel's mother often said that in helping around the house, he was "the best boy she ever knew, almost as good as a girl." Near the house was an uncovered well where the cattle and horses were watered, and Nathaniel in his diary describes having often seen his anxious mother, when one of her fifteen children was missing, search this old well to see if, by chance, one of them had fallen in and been drowned, using a long stick for this purpose. He said his mother was always greatly relieved to find that the bubbles that rose to the surface were caused by the stick and not by one of her drowning children.

At the age of thirteen young Goddard decided to become a merchant, and his father and mother then set about to procure



From a history of his life, privately printed

Kindness of George A. Goddard

NATHANIEL GODDARD

One of Boston's prominent merchants and ship-owners.

clothes for him, an undertaking described by the son in a most interesting way. "My father," records Nathaniel, "got old Abram Adams, then a leather dresser in the South End of Boston, to make me a pair of smallclothes; but they were too small every way, were rather tighter than my skin, the waistband could scarcely be drawn over my hips so as to hold them up, and the knees buttoned with great difficulty by pulling a string double through the buttonhole round the bottom and drawing the button through, and when buttoned came just to the bend of the knee. I had also a striped linen and woollen sleeve jacket, and my mother, with all her cares and anxieties, had got two pair of blue yarn socks, two tow shirts which she bleached with buttermilk and which approached to white (we had heretofore worn striped or checked shirts), a good pair of double-soled cowhide shoes, and contrived to have made some homespun woollen cloth, woven by Nap Wilson, which she got 'fulled,' and which would answer for a blanket or jacket. Of this, I had a waistcoat made,—it was lovely and warm, and my father bought me a felt hat; after being worked a little and wet, the crown would rise up like a sugar-loaf, and it would do capitally for a grenadier, but in addition I had a second-hand cocked hat, called a 'castor' hat, to wear to meeting. Thus equipped I was ready to start. John wrote that there was a packet in Boston for Portsmouth soon to return and that I could get a passage on that."

Thus outfitted, the boy started in as an apprentice in Portsmouth, being given the privilege of trading in any articles that his small savings enabled him to purchase. One of his first ventures was in the West Indies. A man by the name of Briard, first mate of the ship "Ceres," was instructed to take Nathaniel's entire savings, then consisting of eight dollars, and to invest them in oranges. The whole transaction slipped Briard's mind, though on being confronted on his arrival in Portsmouth by a serious-faced boy to whom he had never given another thought, he made amends by handing over a cask of tamarinds and a barrel of oranges, which Nathaniel Goddard disposed of to advantage, selling the oranges for about twenty-five cents apiece, and the tamarinds for twenty cents a pound. In all, this adventure netted him about fifty dollars. Young Goddard then returned to Boston, where he was apprenticed to Captain Amasa Davis, his duties consisting in helping load vessels. "The most cruel part of this apprenticeship," said Goddard, "was that they would never allow me but one clean shirt a week, and frequently after taking up rafts and boards and timber, the former from the dock and wharf, and the latter frequently rolling in the raft so as to throw me overboard, I was as wet as a drowned rat, and for some months in summer I seldom went to bed except on Sunday night. This was cruel, but I had no remedy, and no friend to apply to for redress." In this position he remained until he became of age, when he looked about for an opportunity to better himself. His father prophesied failure, and on account of having to aid two of the older boys was unable to give much as-

sistance. His mother, during the days when he looked about for means of raising funds, helped and cheered him. "Don't be so impatient," she often said, "something will turn up by and by." "Perhaps so, mamma," replied Nathaniel, "but not until I turn it up."

Eventually with the aid of his father about \$566.66 was raised with which to commence business. "He'll lose it," everybody said. "With this," said Goddard, "I purchased sundry articles of various persons. I bought some yellow corn at two and seven pence per bushel and had it put into fish-barrels, fit for packing alewives; white corn, of Colonel Patton, at the foot of Roxbury Meeting House Hill, at two pistareens a bushel, and I also bought transiently some Indian meal of Captain Nathaniel Curtis; one hogshead of best retailing molasses at a shilling and twopence half-penny per gallon, and one firkin prime family butter at five shillings a pound. I bought of Mr. Lowder an assortment of tin ware, such as lamps, tin pots, teapots, etc., some pig-tail tobacco at ten cents a pound; some yard-wide tow cloth at a shilling and sixpence a yard; a few barrels of New England rum at a shilling and sixpence a gallon; hard bread; some men's and women's shoes, Bohea tea, pewter, shot, musket balls, some salt, a little cotton, some flax, boots, and a set of weights and scales, etc." With these stores he sailed on March 28, 1789, for Machias, Me., on the Boston sloop "Prudence," Captain William Young. Goddard hired a store on what was then Moose Island, and there cooked his solitary meals and sold his goods to those who came to buy. "I slept with a loaded musket," he recalls, "by the side of my bed, expecting every night an attempt to rob me. I was alone in the building and out of sight of any other, so that I had to depend upon myself and my gun. I escaped what generally comes under the head of robbery, but there was larceny enough while I was selling off my goods; my customers being refugees, disbanded soldiers, escaped gallows-men and Indians. The first inquiry was 'Do you trust any?' My answer was 'No.' 'Then, we cannot buy, for we can get no fish now; we will give you in payment the first fish we catch, or our lumber when we get it down, or furs when we return from hunting, and I don't know but we must starve to death. What are you going to take in payment?' I replied, 'I will take at its value anything but broken crockery-ware and broken glass-bottles.' They answered, 'Well, then we may do.'"

News flew far and wide that a trader had established himself on Moose Island. The census of 1790 shows the name of Nathaniel Goddard as an inhabitant of Township No. 8, now Lubec and Eastport, Me. Mr. Goddard's principal difficulty was with the Indians, who were proverbially thievish, and tells of one fight he had on one occasion. "Soon after I first landed, an Indian came ashore in his canoe in the dead of night on the ebb tide with his canoe pretty well loaded. He let it ground, came up to the door alongside of my bed, and rapped. I asked 'Who's there?' He said, 'Indian wants some black alewitch' [English rum]. I opened the door, let him in and waited on him. He also wanted something else, enough to buy

a musquash skin, and told me he would not pay me unless I would help him carry his canoe down the beach. I suspected that as soon as he got his canoe afloat he would pay me under the paddle and would attempt to paddle off. I was fully determined that he should not, but I went to help the creature down with his canoe and surely he meant to paddle off. I told him he should not go, and held on to the canoe; he found it in vain to try to get away, for I seized hold of his musquash skins and made my selection before I let him go. I had no further difficulty with any of them for some time. During the spring, however, I was at work making hand harrows in my flake-yard, which was back of the store, and from it down to the water was a steep passage-way. I had with me a drawing-knife, axe, and auger, with materials for the purpose. A young Indian named Francis Joseph, Jr., son of their governor, came in and was guilty of conduct which he knew I had forbidden. I caught him by the collar and with a pretty harsh jerk slung him down the passage-way and over the abutment into the water. I ordered him down the hill; he would not go, and I took the drawing-knife and with the back of it struck him pretty hard. He got mad and drew his knife to stab me; I caught up the axe and gave him such a blow as soon sent him down the hill; this ended the scrap."

The second year that Nathaniel Goddard lived in Maine he took into partnership his brother, Benjamin. After remaining in Maine for seven years, Nathaniel Goddard sailed for Boston in the schooner "Dolphin," leaving his business in charge of Colonel Lemuel Trescott. "This was in March, 1796," adds Mr. Goddard. "I was then in my twenty-ninth year, an old bachelor, awkward to an extreme, and unacquainted with all decent society, having been buried in the prime of life where no society existed. I never made a visit there to the house of one person, either in the day-time or evening for seven years, and was pretty well qualified to be a hermit. It is true that within twenty or thirty miles there were a few persons who were civilized, but it was by chance only that I saw one of them and never came in contact with them except in business."

One year after his return from such uncivilized surroundings he married Lucretia Dana of Amherst. They bought an estate in Boston on the southwest corner of Kingston and Summer Streets, where their nearest neighbors were Davis Ellis, Dr. James Jackson, the Rev. Dr. Frothingham, S. P. Gardner, Henry Cabot, Dr. Jacob Bigelow, George Blake, William Sturgis, Daniel Webster, Israel Thorndike, and John C. Gray. There was a fine garden adjoining their town place, which Goddard often said was "better than doctor's bills." They also had a place in Brookline, and when going there the family conveyance usually consisted of a broad two-wheel chaise. Goddard and his wife rarely went out in the evening, but they entertained, however, a great deal; in fact, so much, that his wife used to say it was like keeping a hotel. Their daughter, Henrietta, and S. Parkman Blake, her partner, were acknowledged the best dancers of their day.

After breakfast, Goddard did his marketing at the Quincy Market with J. & H. Bird, who also furnished meats for his vessels, his faithful servant, Michael, following, with a large basket to take home his purchases. It has been said that Goddard often used to shop in Boston for his Sunday lunch, carrying on his shoulders a large basket, and when asked why he did so, he always replied, "So that my daughter, Lucretia, may ride in a barouche." This servant, Michael, was a man of much precision. Mr. Goddard asked him once to put the horse in the chaise and bring him round to the door. "I can't do it, sir," he replied. "Why not, Michael?" "Because he's too heavy, sir," answered Michael, who could only understand the order when it was asked of him that "he attach the horse to the chaise."

Mr. Goddard became interested in wharf property, and as early as 1802 he purchased an interest in Long Wharf, later acquiring an interest in Rowe's Wharf. He began shipbuilding about 1816, and in that year contracted with Calvin Turner of Medford to build for him the brig "Governor Brooks." He purchased with Captain Burrows two years later the brig "Dryade," later taking over Captain Burrows' share, acquiring also the "Ventrosa" and the "Grampus," "Van Buren," "Frederic Warren," and "Captain Nichols," and many other vessels. In 1821 he appears to have been interested in the ship "Esther" and to have been engaged in South American trade. He also bought rice through Messrs. Leland at Charleston, and he was an importer of Chinese teas and goods from Calcutta. At one time he controlled the market in Boston for Russia and Manila hemp. Mr. Goddard bought Union Wharf and on this property he had his counting-rooms. He also at one time owned Constitution Wharf. There his offices were so near the water that the schooner "Lucy" of Wiscasset, Me., once ran her jib through one of the windows and had to pay damages. On Union Wharf in the same block were Mackay & Coolidge; Alfred Richardson; his sons, Nathaniel and Benjamin Goddard; his nephew, W. W. Goddard; and his son-in-law, Benjamin Apthorp Gould.

THE EXPLOITS OF CAPTAIN AUGUSTINE HEARD

"And as to catch the gale
Round veered the flapping sail,
Death! was the helmsman's hail,
Death without quarter!
Midships with iron keel
Struck we her ribs of steel,
Down her black hulk did reel
Through the dark water!"

In this manner did Captain Augustine Heard at racing speed suddenly bring the "Emerald" about and send to their watery grave, with a howl of dismay, a shipload of pirates. Captain Heard would never confirm this story; nevertheless, it was often related by the captains of the early days and they believed it to be true.

Another story is told of Captain Heard when in command of the same ship. It was during a hurricane off Sand Heads and the pilot had just boarded the vessel at the risk of his life. The bower anchor had been lost. The pilot inquired how much water the ship drew, and learned that it was nineteen feet when on an even keel. "Well," he replied, "we shall all be in hell before to-morrow morning; there is only eighteen feet on the bar, and no ship that was ever launched could claw off with this wind and sea—but," he hissed into Captain Heard's ear, "there is one chance; send all the men you can spare aloft, and shake a reef out of your topsails." Although the "Emerald" was carrying all she could bear safely, her commander rose to the occasion and softly gave the order to his astonished mate to make more sail. She was laid almost on her beam ends, thus drawing a little less than when upright, and with a few bumps she dragged over the sand-bar and anchored in the smooth waters of the "Hooghly."

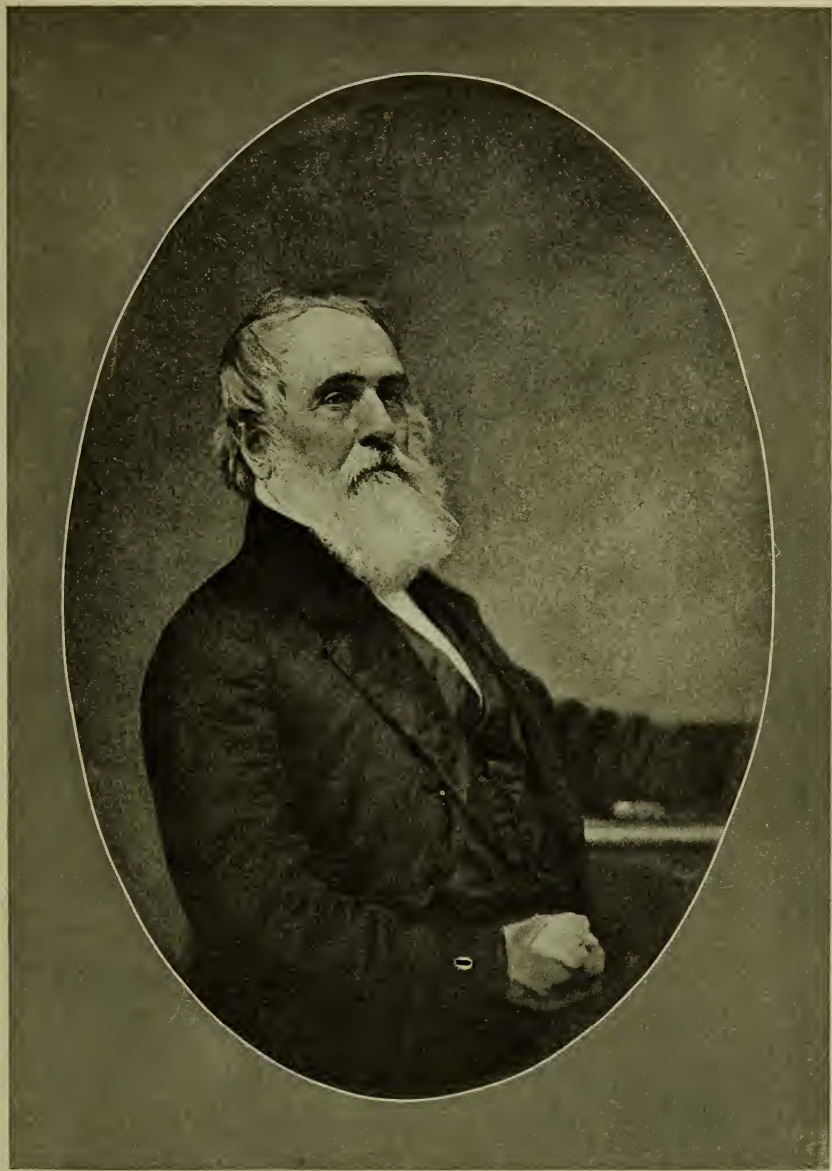
While in Brazil, Captain Heard wanted to return to Boston, but there was no vessel in which he could ship. An African slaver with a full cargo of human beings put in for water, and Heard decided to take passage to the nearest large seaport, Rio Janeiro. He put on his oldest clothes to disguise himself as a shipwrecked mariner, as he wanted to take with him his chest, which was full of valuables, including a large amount of gold. During his passage he slept on his treasure chest, and Rio was reached without the contents being discovered by the slavers. On his arrival he went to the office of the American Consul and there opened the chest, handing out to the astonished captain the small amount of passage-money. Great was the surprise of the pirates at seeing so much gold, even a hundredth part of which would have induced the ruffians to cut his throat and throw him overboard.

Captain Heard was a partner of the firm of Russell & Co., fifteen years after the firm was founded, later retiring and forming his own house, Augustine Heard & Co., then third largest American firm in the East. At one time he was employed by Ebenezer Francis, a leading and rich merchant of his time, and a few years later, when Heard sailed as supercargo to Calcutta, three of the young Francis children ventured their first investment by giving one dollar each to spend in Eastern goods as he deemed wise. On other voyages, William and Nathan Appleton, William Gray, William Lawrence, Ebenezer Francis, Robert G. Shaw, Peter C. Brooks, Patrick T. Jackson, Robert Hooper, and many other Boston merchants intrusted funds to him for investment.

George B. Dixwell was a partner at one time of Augustine Heard & Co., and the exciting experiences of Mr. Dixwell and Mr. Heard at the time of the opium war are worth reading.

Heard's chambers and later his office, at 8½ Tremont Street, were owned by his friend William Appleton. He always referred to it as "The Loft."

A partner of Russell & Co. and a great friend, said of Heard, that



Portrait

From a privately printed biography

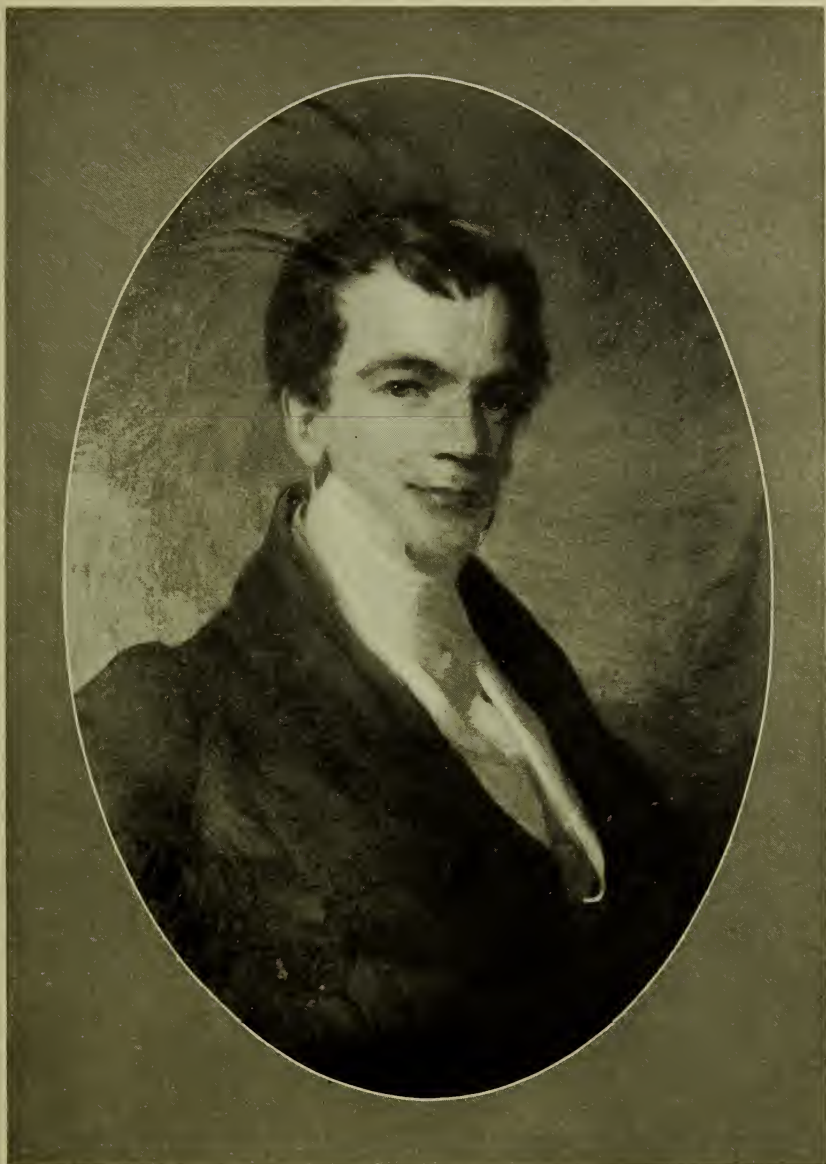
AUGUSTINE HEARD

Captain Heard was the head of the important firm of A. Heard & Co. in China, later becoming partner in the well-known house of Russell & Co.

“to forget him in connection with Russell & Co. would show a want of appreciation of untiring industry, activity, and courage, of which he was the very incarnation”; adding that “he sleeps among the pilgrims in the graveyard at Ipswich, but in some memories he still lives, a world of courage, truth, and honesty.”

JAMES AND THOMAS LAMB

In the fruitful and picturesque period that preceded the War of 1812, Boston merchants sent their ships to the North West Coast for loads of valuable sea otter skins which they procured from the Indians who brought the pelts in canoes to the ships, and there for a few beads or a handful of trinkets bartered their valuable freight. Across the western seas the cargoes were borne to China, where they were usually disposed of to good advantage, a single cargo often bringing fifty thousand dollars. Once again, in China ports, the ships were loaded, this time with teas, nankeens, and silks, and thence the long voyage, that sometimes lasted for two and three years, was resumed, and the ships returned home to New England. Many American fortunes were made in the North West trade, and among those who shared in these successes was the well-known Boston house of James & Thomas Lamb. These two brothers formed a partnership in 1781, immediately after the death of James Lamb, Sr., who had been head of the house of James Lamb & Son for some years previous. Thomas Lamb, who was born in Boston in 1753, became agent for this latter firm in the year 1776, but when the Revolutionary War broke out he received a commission signed by John Hancock as First Lieutenant in Colonel Henry Jackson's regiment. The following June, in response to a call made by General Washington to ride to Boston for supplies, Lieutenant Lamb volunteered to make the journey. Seeing that he had no spurs, General Washington took off his own pair, which were made of silver, and presented them to the young officer, who started on his long ride. These spurs were always kept sacredly in his dressing-case until his death, and are now a most treasured possession of his grandson, Horatio A. Lamb, Esq. Unfortunately his journey terminated in a considerable disaster, for when he arrived at Boston Neck his horse stumbled at night over a rope that had been stretched across the road, and Lamb was thrown from his mount, suffering a broken arm. His message was, however, promptly delivered, but Lamb was prevented from again entering the army, from which he was discharged in 1779. After the war he turned his attention to his firm, which owned a number of sailing-ships which were sent to the West Indies, among them being the brig “Endeavor,” brig “Active,” brig “Intrepid,” sloop “Little Betsey,” brig “Industry,” ship “Live Oak,” ship “Argo,” brig “Sally.” The house also acted as commission-merchants and fitted out vessels for others. Some of the later ships in which the firm of James & Thomas Lamb had an interest were the



From a portrait

Courtesy of Horatio A. Lamb

THOMAS LAMB

Partner in the well-known Boston firm of James & Thomas Lamb.



From a painting

Courtesy of H. A. Lamb

THE "ROSANNA"

Owned by Thomas Lamb, Jr.

"Caroline," the "Pearl," ship "Derby," "Vancouver," and "Atahualpa." It was in the "Margaret" that James Lamb was wrecked in a storm in 1796 on the Gooseberry Rocks, two miles out from Marblehead. The ship was then commanded by Captain Mackay, and among those drowned during the eight hours that the "Margaret" was on the rocks were a boy, a Dutch passenger, and one seaman. The following morning the people of Marblehead came to the assistance of the ship. The Lambs and Perkinses in 1806 were interested in the "Derby," which was sent to the North West Coast. It is said there was a large dog on board that was very useful on occasions, because it had been trained to bite an Indian, but would never touch a white man.

Closely associated with them were James & Thomas H. Perkins, and one of the first accounts that shows the connection between these two well-known houses is contained in a letter written in 1791, sent by James and Thomas Lamb to a Philadelphia merchant introducing their "particular friend, Mr. Thomas H. Perkins, with whom we are concerned in some business of consequence. He is going to your city to purchase some copper and firearms," etc. And the first notice

Other MERCHANTS and SEA CAPTAINS of OLD BOSTON

contained in the Lamb papers of the North West Coast adventures is under date of September, 1791, and gives an account of the ship "Margaret," Captain James Magee, built in Boston, and owned by James Magee, Thomas H. Perkins, and James & Thomas Lamb. In 1792 the Lambs write to Captain Magee that Thomas H. Perkins has heard through Captain Ingraham of his success in reaching China in fourteen months, and of his cargo of fourteen hundred skins. The "Sea Otter," owned by Russell Sturgis, James & Thomas Lamb, and Captain Magee, was at this time carrying on an extensive trade in furs on the North West Coast. The brig "Hazard" was another successful ship, and under the command of Captain Swift she made in 1798 the largest collection of skins ever made on the coast.

The son and namesake of Thomas Lamb was long prominent in the shipping and financial affairs of Boston. He entered the counting-room of his father's firm, James & Thomas Lamb, at the death of the latter in 1813 when he was seventeen years old. Among the ships which he partly or entirely owned were "Rosanna," "Cabot," "Clematis," "Moselle," "Coriolanus," "Korea," "Louvre," "Versailles," "Marmora," "Narragansett," "Switzerland," "Napoleon," and brigs "Lincoln," "Eight Sons," "Harmony," "Sultana," and bark "Concordia."

He was president of the Boston Pier or Long Wharf Corporation



From an old water-color

BARK "ISABELLA"

Kindness of Percival H. Lombard

Owned by Lombard & Co., well-known Boston merchants. This firm traded with Mediterranean and Southern coast ports. The Lombard family relates the fate of some long-handled brooms shipped to Smyrna, when the natives, being unaccustomed to the Yankee innovation of long handles, cut them off, preferring their old back-breaking way of sweeping. The "Isabella" was sunk by a privateer.

for thirty-four years and was much interested in improving Boston Harbour, writing many pamphlets on the subject. He served as president of the Suffolk Savings Bank for Seamen and Others for forty years, and for twenty-five years was president of the Washington Marine and Fire Insurance Co. Among other positions of trust and responsibility which he occupied were the following: treasurer of the Boston Marine Society for fifty-four years, during which he increased the capital from \$22,000 to \$150,000, and gave away over \$200,000 to beneficiaries. He was long a director of the New England National Bank and its president from 1846 to 1884. At the time of his resignation from the New England National Bank in 1884 the officers of the Bank in a letter expressed to Mr. Lamb their keen appreciation of the kindly consideration and interest which he had always shown towards them. In 1828 Mr. Lamb was a member of the Common Council under Mayor Quincy. He died October 25, 1887, at the ripe old age of ninety-one years.

LEE AND CABOT

This house was composed of Captain Joseph Lee and Hon. George Cabot, his brother-in-law. Captain Lee, who was born in the year 1744, was an original character. Besides being an expert on naval construction he was also an engineer, and when the builder of the Essex Bridge died he took his place and completed the undertaking. When it was finished, as he made no charge for his services, certain grateful citizens presented him with a silver pitcher as a token of appreciation. Captain Lee most unexpectedly, but amusingly, surprised his friends by exclaiming at the time of the presentation, "If I had known they would make such d—d fools of themselves I would never have touched their bridge." Lee went to sea at the early age of thirteen, later commanding a vessel, and some years afterward he became a merchant and ship-owner. George Cabot served his brother-in-law from cabin-boy up, and it is said that Lee put his young kinsman through a course of very severe discipline. Cabot, who was the great-grandfather of Senator Henry Cabot Lodge, was later a Senator of the United States from Massachusetts. These two friends were partners for many years and carried on a large trade with the West Indies, Spain, and the Baltic. Captain Lee did much good, and often said that he believed, as did Jeremy Taylor, "that God is pleased with no sacrifices from below so much as in the thanksgiving songs of relieved widows, of supported orphans, of rejoicing and comforted and thankful persons." A friend once said of the three Lee brothers "that they were certainly hypocrites, for they took great pains to conceal their good qualities." Captain Lee's son, Henry, went into the shipping business with his brother, Joseph, and became an authority on the trade between Calcutta and Boston. He was associated at one time with Ozias Goodwin, and later with William S. Bullard. This house was succeeded by Bullard, Lee & Co., being composed of William S.

Other MERCHANTS and SEA CAPTAINS of OLD BOSTON

Bullard, Henry Lee, Jr., and Stephen H. Bullard. Bullard was an excellent business man and used to say he could feel it in his bones when money was going to get tight, and he was usually right, too. Two sons of Captain Joseph Lee, another Joseph and Captain George Lee, showed great talent for naval architecture.

JOHN ELLERTON LODGE

John Ellerton Lodge was one of the best-known ship-merchants of Boston, engaging in commerce chiefly with China. His office was on Commercial Wharf, and his son, Senator Henry Cabot Lodge, in his very interesting book called "Early Memories," describes how he used to go down to the wharf when a boy to look at the ships as they sailed up the harbour. He also used to go over the vessels when they docked at his father's wharf, and made friends with the captains and seamen. He describes the great interest he took in the pictures, ivories, nuts, and ginger that had been brought from the East, but he was chiefly interested in the Chinese fire-crackers, which he said often he could not make "go off." Senator Lodge in his "Memories" said these ships reminded him of the following lines by Longfellow:—

"I remember the black wharves and the slips,
And the sea-tides tossing free,
And Spanish sailors with bearded lips,
And the beauty and mystery of the ships,
And the magic of the Sea."

He also remembers as a boy taking great interest in the molasses-barrels, and occasionally the boys used to run a long stick through the bung-hole of the barrels in order to fish up a little of the molasses.

In later years Senator Lodge used to drive with his father to Medford to see his father's ships building there. They included the following: "Argonaut," "Sancho Panza," "Don Quixote," "Kremlin," "Storm King," "Cossack," "Magnet," and "Longfellow."

When the war came, John Ellerton Lodge backed up the North as his son has backed up this country in the last great war.

CAPTAIN CHARLES PORTER LOW

Captain Low, a younger brother of A. A. Low, a partner of Russell & Co., was a Salem man and commanded some of our fastest clipper ships, and in his "Recollections" he describes his vessels, with the voyages he made. From accounts he must have been a lively youngster, for it was said of him in Salem that when he set out on his first voyage, the city was able to dismiss a third of its constables. When the "Mazeppa," belonging to his brother Abbot and R. B. Forbes, sailed in 1841 for China, young Charles Low was taken by his brothers to Sandy Hook to see her start out, and just before the tug cast off he hid himself in one of the bread-lockers of



From a painting

“ARGONAUT”

Owned by John Ellerton Lodge.

Courtesy of Senator Henry Cabot Lodge

the "Mazeppa," in the hope of being taken to sea. His brothers, however, were on the watch, and, missing him, searched the ship and found him in his hiding-place, almost suffocated. The next year he was given a berth as "boy" without pay on the "Horatio," under Captain Howland, and set out on his career with only fifty dollars and a sailor's outfit given him by his father. The "Horatio" was very short over all, and often stood so straight on end that the sailors called her "the pile-driver." On Low's return to New York he shipped on another vessel as a seaman at eleven dollars a month. His next position was on the "Houqua," named after the well-known Chinese merchant, which was launched on Friday, towed down on Friday, went to sea on Friday, and arrived in Hong Kong on Friday; she was nevertheless a successful ship, and one of the most famous of the clippers. A model of the "Houqua" was presented to Houqua when the ship reached China. Captain Low relates an amusing incident that happened on the voyage. A pet monkey upset a keg of black paint over the beautifully holystoned deck. The second mate was so exasperated that he grabbed the animal, swabbed the paint up with him until he could hold no more, and then hurled him overboard. By chance the monkey caught in the rigging, and climbed back on board and then proceeded to run up and down the clean deck. He was finally caught by his owner and shaved, while the crew turned to to clean ship. Low was soon made captain of the "Houqua," and then of the "Samuel Russell," named after the founder of the house of Russell & Co., his stay ashore between the two commands being only six days. His next vessel was the "N. B. Palmer," owned by A. A. Low & Co., as were all the others mentioned above. While taking the "N. B. Palmer" into San Francisco Harbour the pilot refused to take the vessel to the wharf until the next day, on account of the heavy wind that was blowing at the time. Low & Company's agent ordered her to her dock at once, therefore there was nothing left for Captain Low to do but to bring her up to her pier, himself, and this he succeeded in doing with all sails set and much to the surprise of the other seamen in the harbour. The pilot, in the mean while, stayed in the cabin. Low later married and purchased a house in South Dennis, later moving to Brooklyn, where he took up business on his own account. Hard times came, and, like so many other captains, he turned again to the sea to recoup his fortunes, this time again commanding the "N. B. Palmer" to the East. There were many ships in Shanghai at this time, waiting to purchase tea, while the Chinamen kept telling them, "Too many ship in Shanghai; cost too much money; must have tea, Chinaman in no hurry, bye and bye must pay Chinaman's price." And they did pay the price. Mrs. Low was one of the few captains' wives who went to sea with her husband, and she has been called by Captain Clark in his "Clipper Ship Era" one of the "veritable sea belles" of those days. Captain Low and his wife, who was very beautiful, made their home on the "N. B. Palmer," and while in port, especially in China, they gave many attractive entertainments on board the well-known

Yankee clipper. A relic of the vessel, a carved sailor holding a compass, can still be seen in front of the office of Messrs. Negus, New York, makers of nautical instruments. This sailor and binnacle had to be moved from the "N. B. Palmer" because the helmsmen used to complain that the blank stare on the face of the figure interfered with their steering.

R. C. MACKAY AND J. S. COOLIDGE—J. S. COOLIDGE & CO.

R. C. Mackay and J. S. Coolidge, two well-known Boston merchants, with offices at 16 Union Wharf, were associated in business, conducting a large trade between this port and Calcutta and the East. Mr. Mackay sailed around the Horn fourteen times on his voyages to Calcutta. For some years, J. C. Phillips was head book-keeper for the firm, C. C. Bancroft, Percy B. Goodwin, and Francis Lodge Mackay, a brother of George H. Mackay, being three of their supercargoes. Mr. Mackay was proud of the fact that he never used a steel pen in his life, always preferring quill pens, which he made himself. He also used to declare that he had never used a piece of blotting-paper, but that he always blotted his letters with sand, which he sprinkled on his writing from a sand-box resembling very much a pepper-box. This sand-box is illustrated by the tailpiece at the end of this book.

It was customary in those days for foreigners having business transactions in India to carry on their trade through a native, as was the custom in China. Mackay and Coolidge and several other houses transacted their business through an Indian at Calcutta named Radha Kissen Mitter, who lived at 55 Radhabazaar in the old native part of the city. R. C. Mackay and his son, George H. Mackay, who went to India at the age of nineteen as supercargo for his father, and who is now residing in Boston, both used to live during their stay in Calcutta with the Mitters at their residence, which is described as being very much like the China "Hong," with a high wall around the grounds. The Mackays knew the Mitters probably better than did any of the other Americans, and Mitter used to say that he considered any of the Mackays as part of his own family. The two families have carried on a correspondence ever since, and the Mitters always referred to the Mackays as Uncle George or Uncle William; Mitter in writing to Mr. Mackay, Sr., usually addressed him as "Reverend Sire." When about to leave for home, Mitter asked George H. Mackay to sell him some goods, but Mr. Mackay would not do so because he felt that their value would soon decline. Mitter was rather vexed at the time, but later realized why he was not allowed to purchase the property. Just before sailing, the Indian in return for the many kindnesses shown him gave the younger Mr. Mackay a ring to take back with him to the United States, making the recipient of the gift promise at the same time that he would never give it away to any one until he was married. These instructions were carefully followed, and when Mr.



From a painting

R. C. MACKAY

Kindness of George H. Mackay

One of the leaders in the Boston Calcutta trade.



Kindness of George H. Mackay

GEORGE H. MACKAY,

at the age of 19½ years, when he was sent as supercargo to Calcutta for his father.

Mackay did marry he presented it to his wife, who still wears and prizes this Eastern possession. The Mitters often begged the Mackays to visit them, telling them that they would have to come to the East, as on account of custom they were not allowed to leave their own country. In the Mitter house there is an oil painting of Mr. Mackay, Sr., with pictures of almost all of his family, while in Mr. Mackay's house on Bay State Road there are also to be found pictures of several of the Mitter family.

While in Calcutta in 1819 Mr. Mackay witnessed a Bengal Suttee, or religious rite. It was the custom in India for the wife of a deceased husband to throw herself on her husband's funeral pyre and be burned to death with him, and it has even happened that several wives have actually fought over the honor of being burned. In this case, curiously enough, the wife, after throwing herself on the burning pile, decided she would rather live, and jumping up ran to the river and put out the flames which were consuming her clothes. Mr. Mackay and his friends with considerable difficulty were able to protect her and to help save her life, as her countrymen believed it her duty to die and considered it a disgrace for any wife to refuse to be burned with her spouse.

Mr. Mackay and Mr. Coolidge, between the years 1833 and 1850, owned a number of vessels which included the "William Gray," "United States," "Eugene," "Potomac," "India," "Argo," "Aldebaran," "Mohawk," "Chilo," "Catalpa," "Catherine," "Rambler," "Dolphin," "Union," and "John Q. Adams." Robert G. Shaw, G. Howland Shaw, and Robert G. Shaw, Jr., had an interest in some of these ships, and Mr. Mackay and his family were the sole owners of three others,—the "Minstrel," "Art Union," and "Panther." In those days these vessels carried the mail, there being no government mail service between the two countries, and the charge for this duty varied from twelve to thirty-eight cents per letter. As there were no insurance companies at that time, it was customary to get different merchants to take a certain amount of insurance on a vessel about to sail, and among those insurers can be found the names of our best-known Boston merchants. The cargoes from Calcutta and East India consisted chiefly of shellac, buffalo and cow hides, goatskins, linseed, indigo, jute, ginger, and mahogany; the return cargo from Boston consisting chiefly of drills, tar, timber, naval stores, spars, mahogany logs, and tobacco. The firm also traded with Singapore, Penang, and Batavia on the island of Java, from which pepper, tea, rattans, rice, nutmegs, and buffalo hides were the chief importations.

In later years J. S. Coolidge started a firm of his own, which was composed of John Templeton Coolidge, his son, Joseph S. Coolidge, Jr., and John Templeton Coolidge, Jr. Their ships were usually armed with small cannon for service against pirates, and the boys of the Coolidge family used to amuse themselves by going down to the docks in Boston when the vessels were unloading, to examine these cannon, and to watch the opening of the tea-chests from China, which



From a photograph

RADHA KISSEN MITTER

Kindness of George H. Mackay

Head of his house in Calcutta, India, and "Banian," corresponding to the Chinese "comprador," for many Boston houses, including R. C. Mackay & Son.

were filled with the strange wares from the East. The Coolidge firm, among other ships, owned the "Nor'wester," which, in 1855, made the second fastest voyage from Boston to Calcutta. A model of this vessel, together with a number of Eastern curiosities brought back by the Coolidge ships, can be seen in the Marine Museum in the Old State House. Some of the other vessels owned by the firm were the "Versailles," "Atlas," "Annie Buckram," "R. B. Forbes."

Mr. Coolidge once had a captain who was asked by a number of Boston friends to buy for them certain Chinese objects, and all of them, except one, gave him the funds with which to make the purchase. When the ship returned he reported that he had made the purchases for all excepting one, and when asked by this person why he had nothing for him, Coolidge explained that he placed all the memoranda of the purchases on the capstan on anchoring at Calcutta with the money upon each memorandum and that the memorandum which was not weighted down had blown away!

The Coolidges remember their grandfather's tale of a cargo of pepper from the East which was shipped to Boston just as Congress put a heavy duty upon that article of import. As the last days of exemption drew near, the Coolidge family and others interested mounted the lookout of the Coolidge counting-house, from which they anxiously scanned the harbour for the approaching vessel. As fortune would have it, she pulled in on the very last day before the duty went on, and the cargo netted the firm thirty thousand dollars extra profit. John Templeton Coolidge, Jr., who was a partner in the firm, was tutored by the Rev. Samuel Longfellow, a brother of the poet. He was on board the "Nor'wester" on her fast voyage to Calcutta, but the return trip of this vessel was not so fortunate, for the crew was stricken with Asiatic cholera, and the vessel was obliged to go out of her course to the island of St. Helena. Coolidge and the others had to remain there for ninety-seven days to recuperate. Upon his recovery he returned to Boston. He was married to Anna Tucker Parker, sister of Richard Parker and Mrs. George G. Lowell, mother of Judge Lowell.

It may be interesting to mention some of the Boston merchants in the Calcutta trade during the time of Mackay & Coolidge: N. & B. Goddard; Young & Emmons; Curtis & Peabody; Foster, Rogers & Co.; Atkinson, Tilton & Co.; Whitney & Young; John S. Farlow & Co.; Rufus Wills & Co.; James E. Whitney, later president of the Franklin Savings Bank; Whitney Brothers & Co.; George Goddard, and William C. Codman. Other Boston merchants who traded with the East were Charles E. Guild, S. Endicott Peabody, Lawrence Cushing, William Bancroft, Joseph Prince, George T. Lyman, Stephen Cabot, J. B. Glover, George B. Upton, Charles K. Cobb, Thomas Wigglesworth, N. P. Manlin, J. G. and Frank Whitney, Hersey Goodwin, and C. C. Bancroft.

The building of warehouses increased the Calcutta trade, and in the year 1857 the imports were very large, consisting of six million pieces

of gunnies. In the year 1857, ninety-six vessels arrived in this port from Calcutta, and on one Monday morning seventy-five ships came into the harbour from the East Indies.

MRS. JOSHUA A. PATTEN, CAPTAIN

Captain Joshua A. Patten was taken ill with brain fever and was stricken blind while sailing the "Neptune's Car" to San Francisco in 1856, whereupon his wife, who had been to sea with her husband once before and had fortunately made a study of navigation, took charge of the vessel and brought her around Cape Horn. Previous to his illness, Captain Patten had put the first mate off duty on account of incompetency, and when the Captain had to give up his command, this officer was most insistent that Mrs. Patten give him charge of the ship. It was to no purpose, however, as she determined to stand by her husband's judgment. The second mate did not understand navigation, but the Captain's wife worked up the reckoning every day and proved herself to be such a seaman that she earned for herself an international reputation. Not only did she have to attend to her ship's duties, but she also was obliged to act as nurse, physician, and protector of the property intrusted to her husband; she even studied medicine in her spare moments in order to learn how to treat his case, and by her care and devotion kept him alive. For fifty nights she did not undress, and got very little sleep during this anxious time.

Mrs. Patten at this time must have been under twenty years of age, as there is the following record of a marriage at the State House in Boston: "Joshua A. Patten (mariner) married Mary A. Brown, of Boston, April 1, 1853; his age 26, her age 16. He born in Maine, and she daughter of George Brown of Boston."

Captain Patten died the following year at the McLean Asylum in Boston, an obituary in one of the Boston papers stating that "Deaf, blind and sick, he has been for months past cared for by his heroic wife."

Mrs. Patten's knowledge of the sea was quite the opposite of the old aunt of one of Boston's well-known shipping-merchants, who not long ago made a visit on board the "Thomas W. Lawson" in Boston Harbour. Her nephew, noticing that the old lady continually went to the side of the vessel and looked over the gunwale, presently asked her what she was doing. The reply brought forth roars of laughter from every one on board, for she said that she was waiting for the tide to rise so that she would have less distance to climb down into the rowboat.

Gorham Sprague, son of Captain Sprague, who at one time had an interest in "Neptune's Car," relates an astonishing incident that happened on the "Ossipee." She was rolling badly in a heavy sea when he saw the galley, containing the cook, washed overboard; the return wave brought it back on deck, the cook jumped out, and the galley went over again, this time on the other side.



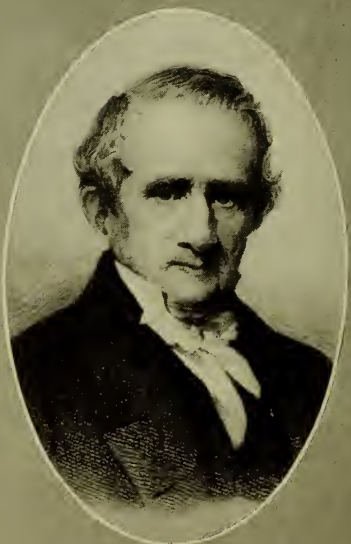
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4

1 THOMAS B. WALES

3 Captain WILLIAM D. PHELPS

2 Captain CHARLES HUNT

4 BENJAMIN BURGESS

See opposite page for descriptions

Sketches of those whose portraits appear on the opposite page:—

Thomas B. Wales (1) established the house of Thomas B. Wales & Co., well known the world over. After Mr. Wales' death, about 1850, Nathaniel H. Emmons, his partner, continued the business, taking in as junior partners T. B. Wales, Jr., George W. Wales, and N. H. Emmons, Jr., the latter superintending the building of the firm's clippers at Medford. The firm of Young & Emmons, prominent in the Calcutta trade, was composed of Charles L. Young and Robert W. Emmons, who for over forty years has resided in that great hunting centre, Leamington, England. The senior Mr. Wales lived in Colonnade Row, and sent his cow daily to graze on the Common. He was married to Miss Beale, whose father came over with his family and belongings, landing at Squantum. His second wife was a sister of Rev. Dr. Frothingham, and sister-in-law of Edward Everett. Portrait furnished by kindness of George Beale Emmons.

Captain Charles Hunt (2) first went to sea in 1815 and commanded packet ships between Boston and Havre. Later he commanded the "Switzerland" and the "Versailles." He was very popular both in Boston and Charleston, S.C., where he visited often. He was blown three times into the Gulf Stream on one of his voyages to Charleston. The reproduction is from a miniature kindly loaned by Charles Hunt, who still represents the family in shipping.

Captain William D. Phelps (3) was born in Gloucester. He followed the sea for over forty years, up to 1856, and commanded a number of Boston vessels which were engaged almost entirely in the Mediterranean and Californian trade. The illustration was made from a picture furnished by Mrs. C. C. Goodwin.

Benjamin Burgess (4) was the founder of the commercial house of B. Burgess & Co., and was one of the oldest and most esteemed merchants of Boston. He was born in Sandwich. After the war he transferred his business to Boston and opened a fine trade with Cienfuegos, Cuba, his house becoming one of the leaders in the sugar industry. He was an excellent merchant and a man of great enterprise, intelligence, and integrity. After he moved to Boston, he still kept his old house at Sandwich, where his ancestors had lived since 1638, and as late as 1863 he could point out the old cellar in which Thomas, the first owner, stored his fruits, and also the fountain from which this ancestor drank for forty-eight years. On the farm is a monumental slab, which is believed to be the only monument set up for any Pilgrim of the first generation. The word "Burgess" is derived from the word "Burgh" or "Borough." The illustration is from the Burgess Genealogy, kindness of John K. Burgess.

CAPTAIN WILLIAM DANE PHELPS

Captain William Dane Phelps, who was born in 1802, followed the sea for over forty years. He was a lively youngster and played many mischievous pranks at school. Many years afterward, on returning from one of his voyages he called upon his old teacher, who did not at first recognize him. Finally Captain Phelps said, "Master Moore, can you tell me who was the biggest rogue among all the boys who ever came to your school?" "Ah, Billy Dane, you scamp, I know you now!" was the teacher's reply.

At an early age Captain Phelps showed a strong love for the ocean, and spent all his spare time on the docks or in learning how to sail boats. His family sent him to school to avoid the sea, but a year of this life was enough for him and he stole away in the capacity of cabin boy on the "Corporal Trim." He then sailed with the "Pickering" of Boston again as cabin boy, the object of the voyage being to procure a cargo of fur-seal skins for the Canton market. While the Captain was a good seaman and skilful trader, he was what the sailors

called a "Tartar." His plan was to leave gangs of men on different uninhabited islands where there might be seals and to call about nine months later for the men and cargo. Young Phelps was left with six others to reside on an island in the Indian Ocean where they lived almost "Robinson Crusoe" lives until called for twenty-eight months afterward. Some years later he was made captain of the "Mermaid," owned by Robert Edes & Brother of Boston, and then took charge of the "Herald" with the first cargo of ice ever sent to Malta.

Some years afterwards he decided to settle down to a farming life in Lexington. He, therefore, sold his Bowditch Navigator and his almanac and purchased some books on agriculture; but he soon decided, as his daughter expressed it, that he could "plough the deep more successfully than he could plough the land."

Trade opened between California and Boston about the year 1840, and Captain Phelps decided to sail for that coast in command of the ship "Alert," the vessel that Richard H. Dana had served on a few years before and about which he wrote "Two Years Before the Mast." While in California, Captain Phelps penetrated the River Sacramento in one of the ship's small boats, the first trip up the river with the Stars and Stripes. He again went to California in the "Moscow."

His daughter, who now lives in Lexington, remembers sitting on her father's shoulder while he "paced the deck" of his parlor and she also distinctly remembers being taken to Boston to see the "Moscow" just before sailing. They made the journey in a clumsy stage-coach which plied daily between Lexington and Boston and which was driven by old Deacon Brown. The family all had pictures taken, which were then hung in the cabin of the vessel. Captain Phelps often declared that he considered the stage ride between Lexington and Boston as the most dangerous part of his voyage, and as proof of his statement he used to relate an amusing incident that happened once on the way home. He and his sister were among the travellers and the coach capsized at a bad place in the road. His sister's new bonnet, which was being taken home in a big band-box, was pitched into a mud puddle and sustained considerable damage.

He was fortunate enough to sell his ships in California during the gold craze and was one of the first to return in 1849 with a small amount of gold to show his friends. His arrival in Boston caused quite a sensation, and for many days visitors came to his house seeking information concerning the gold-mines and the best way to reach California. Extravagant statements were made in the Boston papers as to the huge amount of gold he brought with him, but the final account in the papers stated merely that he had only one barrel of gold, but that he was a jolly good fellow.

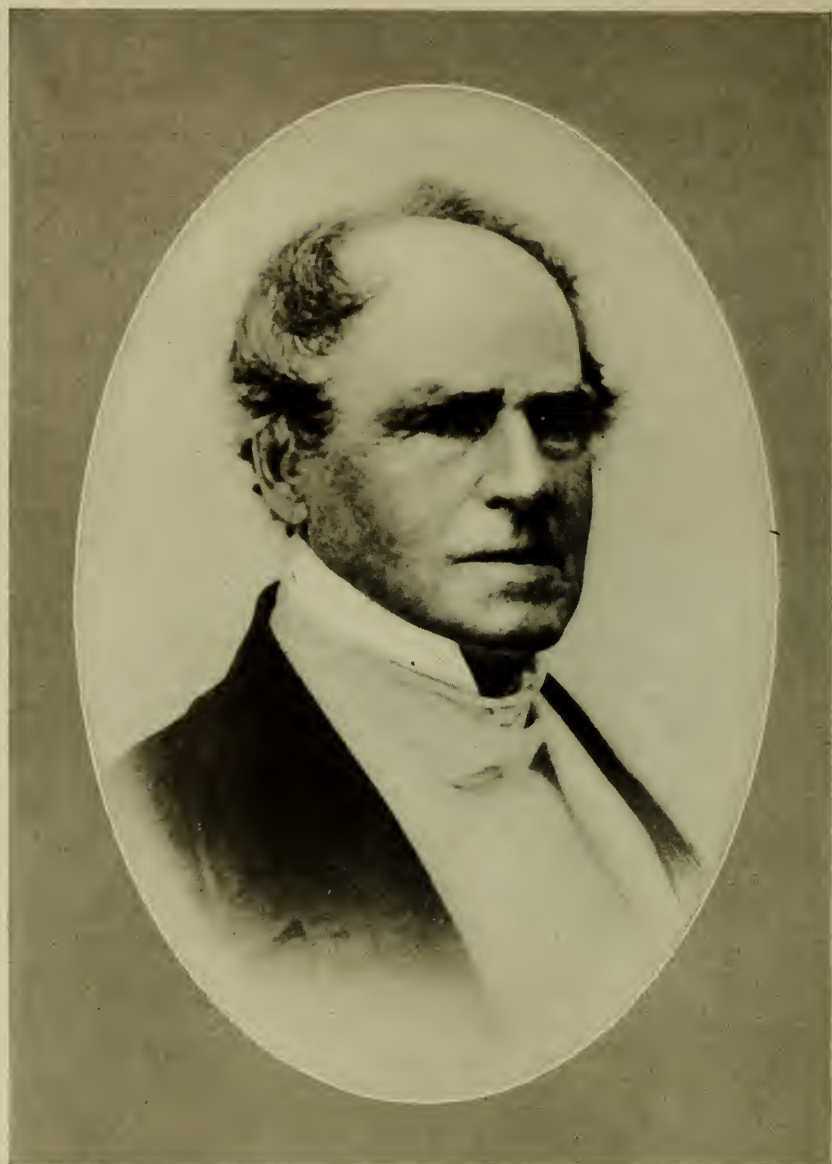
Captain Phelps thought he would retire for good, but in a few years decided he would make another voyage around the world, which he succeeded in doing successfully. He was accidentally drowned while visiting his family at their summer home in Magnolia.

CAPTAIN WILLIAM STURGIS AND THE "ATAHUALPA" FIGHT

Captain William Sturgis was proclaimed a hero when he saved the "Atahualpa" and her crew from falling into the hands of the Chinese pirates in the year 1809. The vessel was lying peacefully at her moorings in the Macao Roads, when Mr. Bumstead, who was a passenger on board, and who had lost a brother through pirates, called to Captain Sturgis's attention a fleet of junks in line of battle floating down upon them. All on board the "Atahualpa" believed the strangers to be peaceful fishermen, but to satisfy Mr. Bumstead, Captain Sturgis ordered a shot to be thrown across their bows, "just to show how soon it will bring them about on the other tack," as he expressed it. The shot did not stop their advance—then it became a race for life. Captain Sturgis well knew the cruelty of the Chinese pirates, and he therefore got ready a barrel of gunpowder, telling his crew that he intended to blow all of them to pieces rather than to have them captured by their attackers. Captain Sturgis was a very strong man, with a determined expression and shaggy eyebrows, and every one on board was fully aware that this threat would be carried out should the pirates get the upper hand in the fight. Shaggy eyebrows were a characteristic of the Sturgis family, and Captain Sturgis himself must have known well that they gave him a determined expression, for when he went on board one of R. B. Forbes's vessels, and the latter showed him his pet dog, which had very long hair, Sturgis jokingly remarked, "I recognize the likeness." The fight was a hard one, the "Atahualpa" pouring shot on the crowded decks of the junks with frightful slaughter, while the foremost of the pursuing Chinese, with fearful yells, fired jingalls and fireballs. Slowly the ship moved landward before a gentle breeze, still keeping its adversaries at bay, but with great difficulty.

Daniel C. Bacon, who was then the first mate, had rowed ashore with four of the crew to procure a pilot, and to all those on land the fate of the ship seemed certain. Bacon tore himself from the hands of his friends, who believed it hopeless for him to try to reach his vessel, rowed out to her, and joined in the fight. Soon the "Atahualpa" drifted within range of the guns of the Macao forts, which threw their shot amid the pirates with much effect. The battle was then soon won, and Apootsae, their cut-throat leader, was put to death by the mandarins by the slow process of hacking to death, or "the thousand cuts," as it was sometimes called.

Captain Sturgis fortunately had taken with him four small cannon, although the owner of the "Atahualpa," Mr. Theodore Lyman, had ordered him not to do so. It is said that when he brought his ship safely back to Boston he was reprovved by Mr. Lyman for thus disobeying orders. In his own heart, however, the owner undoubtedly rejoiced that his commands had on this occasion been disregarded.



From a photograph

Kindness of Mrs. Thornton K. Lothrop and T. K. Lothrop, Jr.

CAPTAIN WILLIAM STURGIS

Captain William Sturgis, one of the most resolute of sea-captains, was the hero of the fight between the "Atahualpa" and Chinese pirates. He sailed ships for the Perkinses and the Lambs, later forming the well-known house of Bryant & Sturgis, Bryant having been supercargo for Theodore Lyman and also the Perkinses.



From drawing by J. O. Davidson

From Harper's Weekly, 1876

CHINESE PIRATES ATTACKING A TRADER

Many merchantmen encountered similar experiences, and among them was the "Atahualpa," while in command of Captain William Sturgis of Boston, an account of which is given here.

Young James Perkins Sturgis, a cousin of the captain, usually known as "Uncle Jem" by his contemporaries, was also a passenger on the "Atahualpa" and had been a victim of jaundice throughout the whole voyage, his face being described as resembling a sunflower. It is related that the excitement of this fight completely cured him. He lived in China most of his life and while there a Chinese artist painted his portrait. Captain Bacon used to tell his friends in Boston that when it was finished Mr. Sturgis complained that it was not good-looking enough, to which the Chinaman replied, much to Sturgis's amusement, "Handsome face no got, handsome face how can have," and then bolted.

Captain Sturgis originally came from Barnstable, his father having been a ship-master of that time. The "hero" of this little chapter began his business career by entering the counting-house of Russell Sturgis, and when his father died, he decided to go to sea, being given the opportunity by J. & T. H. Perkins, who were then despatching the "Eliza" to the North West Coast and China. Sturgis acted as assistant trader and was so good in this position that he was chosen chief mate of the "Ulysses." He then went out under Captain Charles Derby in the "Caroline," one of James and Thomas Lamb's vessels; the Captain died on the voyage and young Sturgis took command. He returned to Boston in 1810 and with John Bryant formed the house

of Bryant & Sturgis, transacting business with the Pacific Coast and China. His next venture was in the "Atahualpa" described above.

He was a master of many foreign languages. Once, when he was in the Massachusetts Legislature, a pedant who was continually quoting Latin thought he would "show off" his knowledge of the language, believing that Mr. Sturgis would not understand him. Much to the disappointment of the former, the answer came back in fluent Latin, and from that day Latin quotations were heard much less often in the Legislature.

SUPPLY CLAP THWING

Supply Clap Thwing was one of the influential merchants of Boston. He was born in 1798 in what is now known as Post Office Square on the corner of Milk and Bath Streets (Bath Street was so called because a bathing establishment was here conducted for many years), and like many boys of that period was obliged to go to work when he was very young. He first obtained employment in the shop of the book-binder, Mr. Kidder, but stayed there only long enough to learn how to tie up bundles. When he was about twenty years old, he sailed in a vessel for Hayti, with the intention of seeking employment there, but, not liking the prospects, he returned after passing a few months. He learned to speak French there with the help of the ladies, among whom he was always a favorite. While in Hayti, as he was walking along a street, he saw, curiously enough, a child in a doorway playing with a model of the Old South Church. Curiosity prompted him to ask where he got it. The child made an exclamation which brought to the door the father, who proved to be a Mr. Duchesne who had made a model of the town of Boston in 1815. In the conversation which ensued, Thwing learned that Duchesne was very poor, and so helped him a little by buying the model, which he brought back to Boston. It was exhibited here, and having been put in storage near Franklin Street it was destroyed by the Great Fire of 1872. Thwing next entered the counting-house of S. Cabot and J. & T. H. Perkins at 31 India Wharf, and afterward the counting-house of J. & T. H. Perkins & Sons, 52 Central Wharf. He then entered the office of Rezin Davis Shepherd in Pearl Street as clerk and remained there until he moved to 28 India Wharf. Thwing continued in the employ of Mr. Shepherd until he established himself in business on his own account as a commission merchant in 1825. He became owner or part owner in many vessels, including the well-known "Canton Packet." He was ship's husband of many ships owned by R. D. Shepherd, Judah Touro, Peter Marcy, and Daniel Marcy. In addition to the care of the finances of the above vessels he exported and imported portions of cargoes of at least three hundred other ships, which were loaded with merchandise from all over the world, although at first he was chiefly engaged in trade with New Orleans. Mr. Fiske, the former Deputy-Collector of the Boston Custom House who lived in Milton, told his son once when he met him that "your father's word was as good as his bond in the Custom

House." Thwing retired from the commission business in the early forties and became interested in the Calcutta trade and in the coal trade until 1860, when his partner, Richard Sullivan, Jr., took charge of that branch of the business. In 1832 Stephen H. Perkins became his partner, but retired in 1844, and in 1846 Richard Sullivan, Jr., became his partner. The bark "Canton Packet," owned by R. B. Forbes, Thwing, and Perkins, in 1837 brought into New Orleans the first cargo direct from Canton. Mr. Thwing was very strict in regard to the ship's accounts, and kept the captains up to the proper standard. He was also very particular in regard to everything relating to insurance. He was the confidential agent of both R. D. Shepherd and Judah Touro of New Orleans in Boston, and held many important positions, one of them being a trusteeship in Sailors' Snug Harbor in Quincy, an organization which is still in existence, being managed by some of the sons of the ship-owners and the ship-captains of the days gone by.

Mr. Thwing always insisted upon spelling his middle name "Clap" with one "p," and was very much offended if anybody misspelled it.

GEORGE BRUCE UPTON—CAPTAIN DANIEL PUTNAM UPTON

Prominent during the famous clipper days was George Bruce Upton, who was born in Eastport, Me., in 1804. He was one of those who helped to make the reputation of Boston merchants honorable in every quarter of the world. At the age of fourteen he entered the employ of Thomas T. Robinson, a Boston merchant, with whom he stayed about a year. He was then employed by John Fox, but soon left to become confidential clerk for the firm of Baker & Barrett, dry-goods dealers in Nantucket. Mr. Baker soon retired from the firm and Mr. Upton formed a partnership with Mr. Barrett which continued for twenty years. The firm now turned its attention to buying and building ships and was also engaged in the whale industry and in the manufacture of oil and candles. In 1826 Mr. Upton married Ann Coffin Hussey of Nantucket, whose name combined two of the best-known surnames in the whaling history of the island. The girl he married was the daughter of Peter and Mary Mooers, whose father was Captain William Mooers, known to history as the first man to take the American flag to London after the Revolutionary War. She was also a descendant of Tristram Coffin, a member of one of the most noted of all the Nantucket families. Upton foresaw the decline in the whaling industry and with great regret moved to Boston, where he engaged in commerce, building ships for the California gold-field which included the "Reindeer," "Staghound," "Bald Eagle," "Romance of the Seas" and "Mastiff," all famous in the shipping history of Boston. He also became interested in railroads and was one of the most enterprising merchants of his time. His vessels were frequently instrumental in rescuing shipwrecked crews,



1



2



3



4

1 Captain JAMES HUNNEWELL
3 SUPPLY CLAP THWING

2 Captain LARKIN TURNER
4 EBENEZER DORR

For descriptions see opposite page

Other MERCHANTS and SEA CAPTAINS of OLD BOSTON

Sketches of those whose portraits appear on the opposite page:—

Captain James Hunnewell (1), of Hunnewell & Co., was a resident of Charlestown. He started navigation when young, went to sea shortly after the year of 1815, was promoted to the position of an officer the following year, was agent at twenty-four, then captain. He made many voyages across the Pacific, chiefly to Honolulu. His "Walsh Arithmetic," his "Coast Pilot," "Bowditch Navigator," and Psalm and Hymn Books are now a prized possession of the family. The illustration was made from an oil painting loaned by James M. Hunnewell.

Captain Larkin Turner (2) was born December 7, 1791; and died February 2, 1861. He was one of Boston's finest ship-captains.

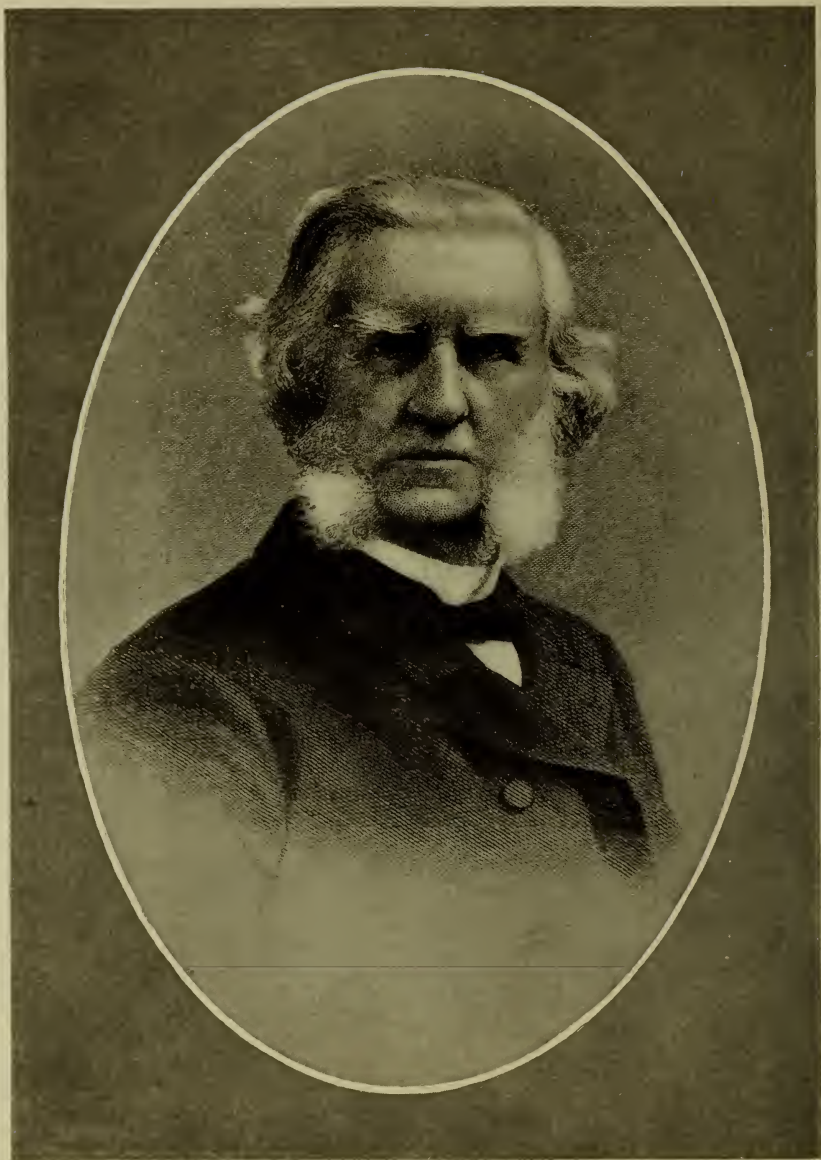
Supply Clap Thwing (3) was one of the influential merchants of Boston. He entered the counting-house of S. Cabot and J. & T. H. Perkins. He later became interested in the Calcutta trade. He was at one time partner of Stephen H. Perkins, and was part owner of the "Canton Packet," which brought into New Orleans the first cargo direct from China. Picture furnished by Walter Eliot Thwing.

The reproduction of Ebenezer Dorr (4) is from a miniature loaned by Henry G. Dorr. He was an influential merchant of Boston.

and when the owner was offered remuneration for his costs and time in rescuing ships he refused to accept any reward. He was also one of the first to urge that ships station men aloft in order to keep a better watch out for vessels in distress. He was a trustee and first president of the National Sailors' Home in Charlestown and a trustee of the Sailors' Snug Harbor in Quincy, and was also interested in other societies. He was once elected Governor of Massachusetts, but soon discovered that his friend Edward Everett had really received more votes than he had, and therefore he promptly made known the mistake and acknowledged his defeat. He died of a lingering illness, facing death with great calmness, as is shown by the following letter written to two of his friends just before he died: "After so many years of friendly and intimate associations, it occurs to me that, as I am drawing near the banks of the great river which for the time will separate us, a friendly recognition upon my part would not be unsatisfactory, and so I bid you both a gentle good-by." A picture of him is in the group in the frontispiece.

Captain Daniel Putnam Upton, who was born one year before his brother, George Bruce Upton, chose the sea as his profession and was highly successful. For twenty years he was in the service of Enoch Train as captain of his Liverpool packets, his last voyage being in the "Washington Irving." Captain Upton was often called "the chosen champion of humanity on the highway of the nations," as he too was always willing to incur great peril in relieving the shipwrecked, for which services several foreign governments recognized him, England presenting him with a medal of which he was very proud.

George Bruce Upton's son, who bore the same name as his father, and who was usually called Bruce, was also a well-known merchant of Boston. He married the daughter of Jonathan Russell, an influential merchant of this city.



From a portrait

ALPHEUS HARDY

Kindness of Maynard & Child

A prominent merchant of Boston who was succeeded in business by the firm of Maynard & Child.



Portrait at office of Weld Estate

Kindness of J. E. Harlow

WILLIAM F. WELD

At one time the largest ship-owner in America.

WILLIAM F. WELD & CO.

The Weld private signal with a black race-horse on a white flag was most appropriate, as this firm owned many fast clippers which were known on almost every sea and in nearly every port.

William Fletcher Weld, the founder of this notable house, was born in 1800 in the old homestead in Roxbury which remained in possession of the family for nearly two hundred years. The Weld family dates back to William Weld, High Sheriff of London in 1352. The New England branch came from Suffolk, the home of Governor Winthrop. In 1632 Captain Joseph Weld with his brother, the Rev. Thomas Weld, being "Puritans of the Puritan," came to New England for freedom, not as penniless adventurers, with nothing to lose and everything to gain, but having left behind them home, comfort, prosperity, and assured position, for the sake of conscience. Being well trained in arms Captain Weld was a valuable aid to Governor Winthrop in military affairs and served in numerous fights with the Indians, his death being mentioned by Governor Winthrop as a great loss to the colony. Savage stated that he was the richest man in the colony at the time of his death, and that he was one of the first donors to Harvard College, of which his brother Thomas was a member of the first Board of Overseers. He lived six generations before William F. Weld.

The father of William F. Weld, the founder of the shipping house, was named William Gordon Weld. He practised for the bar in Mr. Quincy's law office in Roxbury, but was discharged by him with a box on the ear for refusing to lend a hand in some household service. "I was sent here to study law," said he, "not to learn housekeeping." He then decided to become a ship merchant and shipped as a cabin-boy on a vessel belonging to his uncle, Crowell Hatch. At nineteen he was master of a packet-ship sailing between London and Boston, and at twenty-seven was attacked off Tunis by Algerine pirates, not only beating them back in fair fight, but recapturing two American vessels which had been seized. This was two years before Decatur's bold dash into the port of Tripoli when he destroyed the captured frigate "Philadelphia." Captain Weld followed the sea successfully until early in the War of 1812, when, not knowing war had been declared, his vessel, the "Mary," with a cargo of wine and Spanish silver dollars, was captured by a British privateer, almost at the entrance of Boston Harbour. The vessel, crew, and cargo were sent to Halifax and condemned, but the commander fortunately turned out to be an old friend and allowed Weld to escape to his home. Naturally there had been no war risk on Weld's vessel, which was therefore a total loss to him. The last years of his life were spent in Lancaster, Mass., where he died in 1825.

It is interesting to know the circumstances under which the name of William Gordon Weld was introduced into the family two generations before. On April 19, 1775, under the alarm that followed rumors of

the skirmish at Lexington, the wife of Eleazer Weld, of Jamaica Plain, fled to Dedham, where her child was born on the 9th of May. On her return some weeks later he was brought to the Rev. William Gordon (historian of the War of Independence) for baptism, and when his father was asked the usual question, "What is the name of this child?" he answered, "Your own, sir, if you please."

William Fletcher Weld, the eldest of eleven children, at the age of fifteen was obliged to forego Harvard College and went into the office of T. K. Jones & Co., which firm was largely engaged in foreign trade, and was considered the leading importing house of Boston. He was their confidential clerk until he became twenty-two years of age, when he went into business for himself. He continued to prosper until he was induced to take in a partner, who started a house in North Carolina, and by bad management wrecked the firm. Mr. Weld was therefore obliged to spend a whole year in the South in order to settle the firm's obligations, and then returning to Boston, "cast down but not destroyed," recommenced business as a commission merchant on Central Wharf. When able to do so he sought out his old creditors, by whom he had been legally released, and paid them all in full.

In 1833 he built the ship "Senator" at Charlestown, the largest ship of that day, and from that time on ship after ship was added to his fleet, until the firm of William F. Weld & Co. became the largest ship-owners in America, and it might be truly said that "their sails whitened every sea."

After the retirement of William F. Weld from the firm in 1866, the partners consisted of Richard Baker, Jr., with Mr. Weld's two sons, William G. and George W. Weld. William G. was a very successful business man and by his sagacity doubled the estate left him by his father. He married a Miss Goddard of Brookline. Richard Baker, Jr., was called the "King of Merchants," and it used to be said of him that he could transact more business in a few hours than any one else in a whole day.

During the years 1869-70 this firm owned about thirty-five barks, ships, and steamers, among them the "Belvidere" which paid for herself many times over. Under Captain Jackson, her commander, the ship was chased by the Confederate "Alabama," Captain Semmes being determined to sink her if possible, as she was one of the largest ships of her day and always carried valuable cargoes. Semmes waited for her at the outlet of the Straits of Sunda, when the "Belvidere" was bound for the United States with a large cargo of hemp and sugar. Captain Jackson eluded him by slipping out to sea during a very dark night. Other noted vessels that were successful for many years were the "Borneo," "California," "Fearless," "Golden Fleece," "Great Admiral," "Nevada," and "Sacramento." The "Borneo" probably was the favorite ship of the firm. The "Great Admiral" was named after Admiral Farragut, who presented her with a beautiful silver speaking-tube. The firm also owned the "Anahuac," "Agnes," "Nabob," "Enoch Train," "Sea Witch," "Lightning," "Orpheus,"

and "Peruvian," the latter having been lost with all on board, in a terrible snowstorm on Peaked Hill Bars, Cape Cod. One of their fastest ships was the clipper "Golden Fleece" commanded by Captain Robert C. Adams, son of the Rev. Nehemiah Adams, one of the noted preachers of Boston. Captain Gorham Bassett was another of the firm's ship-masters.

Weld also became interested in the building of railroads in this country, and was a large stockholder and influential director in many of the Western roads, as well as in those in New England. It was largely through his instrumentality that the Boston and Maine Railroad was built in 1844. He imported the rails for this road, and transacted the business so much to the satisfaction of Messrs. Thompson & Forman, the leading ironmasters of England, that they sent for him to visit them, the result being that he was appointed their sole agent in America for all their rails. He foresaw the decline in the shipping interest in America and decided to build no more ships, his fleet being gradually disposed of until he retired entirely from business.

Mr. Weld was the oldest of his eight brothers, none of whom died young, but the Hon. Francis M. Weld was the only one who survived him. It was as a memorial to his brother, Hon. Stephen Minot Weld, one of the Overseers of Harvard College, that he built and presented to that institution Weld Hall. "His ample fortune was the result of his activity, industry and decision, united with a sagacity rarely equalled in the business life of any American merchant."

EZRA WESTON OF DUXBURY

Aunt Reeny Brewster, one of Duxbury's wags, used to say that the letters "E," "W," "N," "S," on the weather-vane of one of the buildings in Ezra Weston's yard, stood for "*Ezra Weston's New Ship*," as it was rare not to find a new ship building on the stocks. Duxbury was one of the greatest ship-building centres before East Boston became so important, and vessels from this cape town sailed into every commercial port of the world.

Weston was one of the largest ship-owners and ship-builders in the country; and as he also owned his own shipyard, sail loft, rope walk, spar yard, and blacksmith shop, he was given the name "King Cæsar," and the street that runs by his house was, and still is called King Cæsar's Road. Between his shipyards and the sea ran the country road, and therefore on the days of launchings, ways had to be built across the highway and traffic was consequently obliged to go through the fields around the yard. School, of course, always adjourned on these occasions so that the children could see the fun.

Everything in this interesting shipping port flavoured of the sea, and it was not surprising that so many children of the town learned to love the sea and to turn to it later for their livelihood. Even the schoolhouse was built on a marsh, and was so low that at high tides the water came up through the floor boards for the children to wade

in; here also we are told that the schoolboys used to fish for minnows through the cracks in the floor during recess hours. After leaving school the Duxbury lads usually went to work in Weston's rope walk, which was one of the attractions of the old place, and well described by these words:—

“ In that building long and low,
With its windows all a-row,
Like the port-holes of a hulk,
Human spiders spin and spin,
Backward down their threads so thin
Dropping, each a hempen bulk.”

After serving an apprenticeship in the work-shop, those who wanted to follow the sea were given the chance of shipping as cabin-boys, then as sailors, gradually working their way up to a higher position. Any short cut from one of the lower positions to that of ship-master was thought to be not quite right, and was usually referred to as “getting in through the cabin windows.” Many Duxbury men reached the top of this profession, the best-known being Captain Amasa Delano, who sailed some of the Weston ships.

One of the most exciting experiences of Captain Amasa Delano occurred at the island of Santa Maria when he was in command of the ship “Perseverance.” He was at anchor off this island one morning when he sighted a ship rounding a point—a ship that bore no colors. So peculiar did its appearance strike him that Captain Delano took his barge and boarded the strange craft, where he found a Spanish captain who said that he had been nearly five months from Buenos Aires. The captain said that most of his crew had died of the scurvy and that he was very much in need of supplies. He seemed to be directed by a big negro who stood constantly near him. Captain Delano sent to his ship for food and water, and afterwards he asked the Spaniard to come aboard his ship and was surprised when he was answered with coldness and constraint. Captain Delano prepared to return and just as he was getting into his barge the Spanish captain rushed forward and jumped in with him. Then followed his explanation. The negro slaves on his ship, he said, had overpowered the officers and the crew, seized the vessel and compelled the captain to navigate it. Twenty-five of the crew had been killed. The captain further said the reason he had not explained in the log what had happened was because the big negro ringleader had stood constantly near him directing him in a low voice what to say.

Captain Delano, on returning to his ship told his crew of the circumstance and the Spanish captain offered the men one-half interest in the ship if they could recover her from the negroes. Thereupon ensued a chase that lasted for an hour, when the crew of the “Perseverance” armed with knives, pistols, sabres and pikes captured the “Tryal.” They left twenty men in her and cared for their wounded, after which the negroes who survived the attack were placed in irons.

The account of Delano's voyages fell into the hands of Herman Melville, the author of "*Moby Dick*" and "*Typee*" and other stories of the sea which have become American classics. Melville, the one hundredth anniversary of whose birth has just been celebrated at Pittsfield, Mass., incorporated the experiences of Captain Delano in his story of *Cereno*, which is said by some critics to be one of the best of American short stories. It is interesting to note in comparing the account of Delano with the story of Melville how masterfully Melville transmuted the leaden facts of Delano's log into the gold of brilliant literature.

Weston was interested in over eighty vessels and was a most capable builder and merchant, although it must be admitted that he was somewhat illiterate, if we are to judge him by his ingenious spelling of coffee, as "*kauphy*," using no letter that ought to appear in the correct spelling of this word. The old Weston house was destroyed by fire, but a new one similar to the former was built and is now occupied by F. B. Knapp. In front of the residence is a sidewalk paved with blocks of lava brought from the volcano *Ætna*, in Sicily, by Captain Gershom Bradford of Duxbury. The old hedge that extends round Weston's garden is still thriving, and the old Weston wharf can also still be seen. Occasionally a coal-barge or a lumber-ship comes into the harbour, but this is all the shipping there is to remind the present residents of the very different days that have gone. Ezra Weston's son, of the same name, became a partner of the firm in 1798 and continued the business from his father's death in 1822 until 1842, when his three sons, Ezra, Jr., G. B. and A. B., were taken into partnership. The firm was in existence ninety-three years, its last offices being on Commercial Wharf.

THE CHINESE JUNK "KEYING"

The Chinese junk, called the "*Keying*," visited New York, Boston, and London in 1848, and aroused much curiosity. Captain Arthur H. Clark wrote the following article in regard to this unusual event in 1908, and through his kindness we reprint it:—

"The account of the '*Whang Ho*' that appeared in your issue of April 11th, together with the excellent picture of her which accompanied it, doubtless interested many of your readers, who, like myself, knew China in her old days before the Suez Canal, steam, and electricity had disturbed its Oriental repose. Your article mentions another junk, the '*Keying*,' which visited London in 1848, and it may interest some of your readers to know that this craft also came to New York and Boston. In one of my old scrap-books I find that she sailed from Hong Kong, December 6, 1846, with a crew of thirty Chinese and twelve Englishmen, commanded by Captain Kellett; also one passenger of Mandarin rank. She was escorted to sea by a fleet of small vessels and boats, under a salute from the men-of-war in the



From a print

Kindness of Captain Arthur H. Clark

THE CHINESE JUNK "KEYING," UNDER CAPTAIN KELLETT

Which crossed the seas from China to Boston and New York.

harbour, which was returned by the guns, burning joss-paper and fire-crackers of the 'Keying.' Before her departure she was visited by Sir John Davis, the Governor of Hong Kong; Admiral Sir Thomas Cochrane, and officers of the fleet; the Commander-in-Chief; and most of the principal residents of the Colony.

"The 'Keying' was off the Cape of Good Hope one hundred and fourteen days out, having been delayed by strong westerly gales, and a severe hurricane. 'During this, as on all other occasions, she proved herself an excellent sea-boat and her powers of weathering a storm were equal, if they did not surpass, vessels of British build,'—so recorded an English writer of that period. Seventeen days after rounding the Cape she arrived at St. Helena, where she remained for some time, and was visited by the Governor, the Naval Commander of the Station, and by nearly every person on the island. Captain Kellett had intended to take her direct to London, but finding himself too far to the westward decided to lay his course for Sandy Hook, where her unexpected appearance created a sensation on board the cruising pilot-boats and coasting craft, only less acute than that produced among the Indians of Manhattan by the arrival of the 'Half Moon' two hundred and thirty-eight years before. The wonder grew as the 'Keying' toiled slowly on her way through the

Other MERCHANTS and SEA CAPTAINS of OLD BOSTON

Narrows, with silk banners and streamers waving in the breeze, and finally culminated when she let go her wooden anchors off Battery Park, at that time the resort of show and fashion.

"The people of New York, then as now, appear to have possessed the priceless gift of a capacity to be easily amused, and so the 'Keying,' to those who had never before seen a Chinese junk, became a nine days' wonder. Every one went to see her, and she was the talk of the town. No less than seven thousand persons went on board of her daily, and explored the beautifully decorated saloon, cabins, and joss-house, which contained the idol Chin-Tee,—the one that is provided with eighteen hands, into which offerings are deposited (mildly suggestive of some of the needy inhabitants of Wall Street),—and her curious construction, rig, mat sails, and the fittings about her decks. In due time she went round to Boston, where the interest in her, while perhaps not quite so demonstrative as at New York, was none the less critical.

"The 'Keying' sailed from Boston for London, February 17, 1848, and made the run from land to land in twenty-one days. She lay in the Thames at Blackwall, and the cheerful sight-seeing Londoner had a glorious time, though not until Queen Victoria, Prince Albert, the Prince of Wales, then seven years of age, and the Duke of Wellington had stood upon her deck and had inspected her below.

"The 'Keying' was about 800 tons register, and measured: length, 160 feet; breadth, 33 feet; depth, 16 feet amidships, though her bow and stern rose above the water line 30 and 38 feet, respectively,—indeed the shape of her hull closely resembled the Spanish and Portuguese galleons of the sixteenth century. Her rudder weighed



*From a painting in the office of American Hawaiian
Steamship Company*

*Courtesy of George S. Dearborn,
president of the Company*

"ALASKAN"

A modern merchantman.

Other MERCHANTS and SEA CAPTAINS of OLD BOSTON

seven tons and hoisted into a well, similar to the sliding keel devised by Captain Schank, and this idea may have been adopted by him from the Chinese. Her mainmast was 90 feet long and 3 feet 4 inches in diameter at the partners, without shrouds or rigging of any kind. Her sails were made of heavy matting, the mainsail weighing nine tons. She was constructed throughout of India teak, and may be regarded as a fine example of the Chinese junk type."

THE BALLAD OF THE "EASTERN CROWN"

C. FOX SMITH

I've sailed in 'ookers plenty since first I went to sea,
An' sail or steam, an' good or bad, was all alike to me;
There's some 'ave tried to starve me, an' some 'ave tried to drown.
But I never met the equal o' the "Eastern Crown."

'Er funnel's like a chimley, 'er sides is like a tub;
An' pay is middlin' scanty, an' likewise so is grub;
She's 'ard to beat for steerin' bad, she's 'ard to beat for grime,
An' rollin' is 'er 'obby,—oh, she's rollin' all the time!

Rollin' down to Singapore—rollin' up to 'Maine—
Rollin' round to Puget Sound, 'an then 'ome again!
A long roll, an' a short roll, an' a roll in between—
An' the crew cursin' rosy when she ships it green!

We sailed for Philadelphia, New York, an' Montreal,
Dischargin' general cargo at our various ports o' call;
We knocked about a year or so 'tween Calloa an' Nome,
An' then to Portland, Oregon, to load wi' deals for 'ome.

She's met with accidents a few (which is 'er usual way);
She scraped the bowsprit off a barque in San Francisco Bay;
She's shed propeller blades an' plates wherever she 'as been. . . .
An' last she's fouled 'er bloomin' screw on a German submarine.

Rollin' in the sunshine—rollin' in the rain—
Rollin' up the Channel—an' we're 'ome again!
A long roll, an' a short roll, an' a roll in between—
An' the crew cursin' rosy when she ships it green!

As on the 'igh an' draughty bridge I stood my wheel one day,
"If we should sight a submarine" (I 'eard the old man say),
"I'd do as Admirals retired an' other folks 'ave said,
I'd run the old Red Duster up an' ring 'Full speed ahead!'

I'd sink before I'd 'eave 'er to or 'aul my colours down;
By gosh, they'll catch a Tartar if they catch the 'Eastern Crown'!
I've thought it out both 'igh an' low, an' this seems best to me—
Pursoo a zig-zag course" (he says) "an' see what I shall see!"

Rollin' through the Doldrums—rollin' in the foam—
Rollin' by the Fastnet—an' we're nearly 'ome!
A long roll, an' a short roll, an' a roll in between—
An' the crew cursin' rosy when she ships it green!

'E said it an' 'e meant it, an' 'e acted as 'e said,
When sure enough we sighted one abeam o' Lizard 'Ead;
You should 'ave 'eard the engines grunt—you should 'ave seen 'er roll,
She was beatin' all 'er records as they shovelled on the coal. . . .

They missed 'er by a spittin' length—'er rollin' served 'er well;
But it served 'er better after, as you're goin' to 'ear me tell;
For she some 'ow rolled 'erself atop o' the bloomin' submarine. . . .
An' the oil upon the waters was the last of it we seen.

Rollin' up to London town (an' down by the bow!)—
Rollin' 'ome to Surrey Docks—ain't we 'eroes now,
A long roll, an' a short roll, an' a roll in between—
An' the crew cursin' rosy when she ships it green!

Spectator, 1915.

THE OULD HAS-BEEN

—C. FOX SMITH

All down by the harbour a-walking one day,
I saw an old hulk by the wharf-side that lay,
Her topmasts lopped off and her paint weathered bare,
Red rust flaking off her and no one to care.

Then met I a man standing lounging beside,
Who scornful did speak as he spat in the tide:
"There lies an ould has-been that once had the name
Of a sea-going clipper, a clipper of fame.

Time was when her races with grain or with wool
Were the talk of the crews 'tween Bombay and the Pool,
When the tales of her sailing like wildfire did fly
From Leith to Port Phillip, from Cork to Shanghai.

"But now who's a glance for her, limping her round
With coal for the ferries that ply on the Sound?
And who that now sees her would know her the same
Which once was a clipper, a clipper of fame?"

O long I stood gazing then, sad to be told
How all men neglected her, now she grew old,
And my heart just to see her with pity was sore
For her, once so lovely, now lovely no more.

Other MERCHANTS and SEA CAPTAINS of OLD BOSTON

I marked the thick grime on her main deck forlorn;
I marked the poor masts of her woful and shorn;
And all of my thought was that sure it was shame
To see such an end of that clipper of fame.

I thought of her sailing, so hopeful and proud,
The dawn on her sails like a mountain of cloud,
I thought of her battles, none stouter than she,
With the strength and the rage of her rival the sea.

O better the sea that so long she did use
Should take her and break her as good ships would choose!
Some chance of the storm or some mercy of flame
Should make a brave end of the clipper of fame.

I thought of her captains, how once they would stand
So proud on the poop of their splendid command;
And all the good sailormen, each in his day,
That loved her and left her and passed on his way.

O scattered the world through to-day they must be,
And some sleeping sound in the deeps of the sea;
And some will be old men grown grizzled and lame
That were lads like myself in that clipper of fame.

But no one can steal from those stubborn old sides
The secrets she shares with the winds and the tides,
The tales that she tells of the sea and the sky
To the weed and the gulls and the ships going by.

And I took off my cap by the dingy wharf-side
To the grace and the glory, the strength and the pride,
Which all were her portion who once had the name,
In a day that's gone by, of a clipper of fame.

Spectator, 1914.

Know'st thou the land where the nankeen and tea-chest,
With cassia and rhubarb and camphor, abound?
Where oft in the Hong's, by the coolies' foul feet pressed,
They pack their Boheas in a way to astound?

Know'st thou the land where in vain you endeavor
To sell your fair longcloths or barter your yarn?
Where you fidget and fret, be you never so clever,
And find all your profits are going "astarn"?

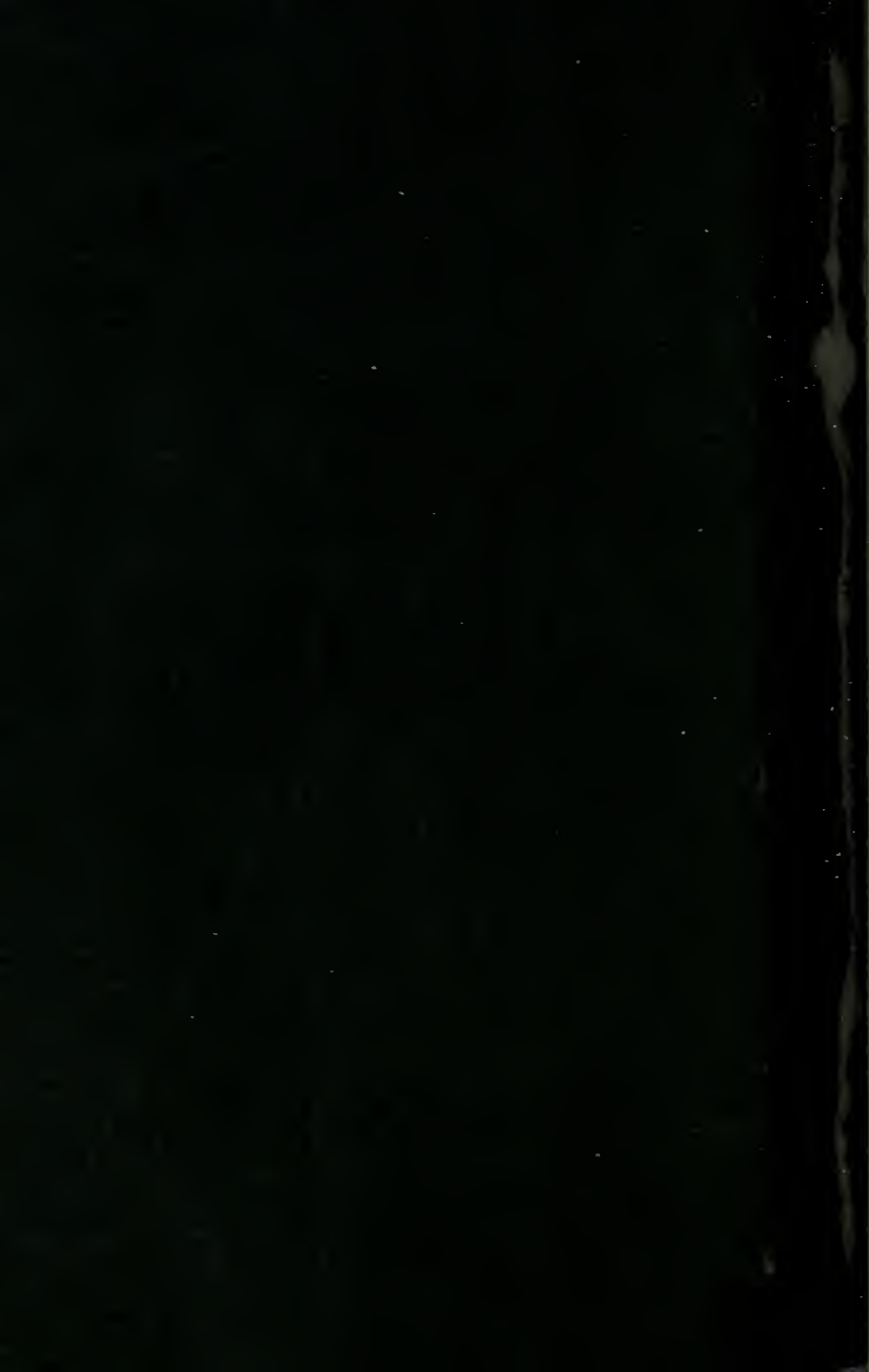
Know'st thou the land where the drug in its glory,
With cotton and betel-nut, govern the day?
Where Patna, or Malwa's the theme of each story,
The life of each anecdote, solemn or gay?

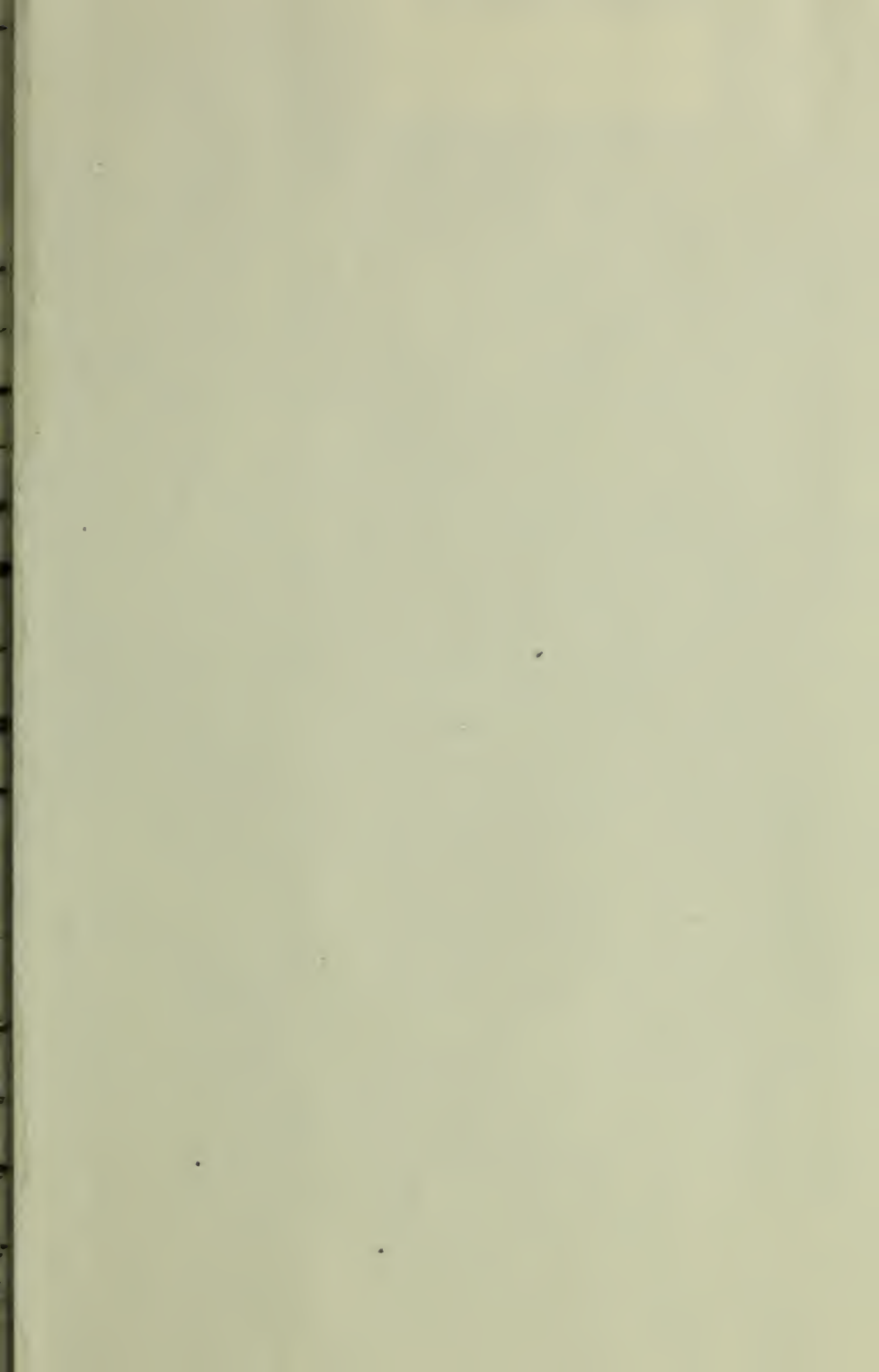
Yet fairer the lands we have all left behind us,
And gayer the flowers and purer the air.
Do we need in our exile this rhyme to remind us
Of the hearts that are glowing with love for us there?

Farewell then to tea-chests; the loosened sail flying
Expands to the breeze and chides our delay;
Now past is the parting, the "chin-chin," the sighing
Of all the poor "devils" who can't get away!



Old-fashioned ink-well, sand-box, and quill pen used by R. C. Mackay, now owned by his son, George H. Mackay.





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